



Transportation Improvement Board

May 29-30, 2003 – Pullman, Washington

Location: Quality Inn – Paradise Creek Conference Center
SE 1050 Bishop Boulevard
Pullman WA 99163
509-332-0500

May 29, 2003 WORK SESSION AGENDA

WORK SESSION

| | | | Page |
|---------|---|-----------------------------|------|
| | <i>Sidewalk Deviation Request</i> | | |
| 2:30 PM | A. City of Auburn: West Valley Highway | Omar Mehyar | 61 |
| | <i>Increase/Scope Change Requests</i> | | |
| 2:45 PM | B. City of McCleary: Simpson Ave. & 5 th St. | Bob Moorhead | 69 |
| 3:00 PM | C. City of Ilwaco: Elizabeth Ave. | Bob Moorhead | 74 |
| 3:15 PM | D. City of Ferndale: Main Street | Omar Mehyar | 77 |
| | <i>Program & General Issues</i> | | |
| 3:45 PM | E. FY 2005 Program Sizes (Preliminary Target) | Steve Gorcester | 81 |
| 4:00 PM | F. Election of Chair and Vice Chair | Chair McKenna | 82 |
| 4:15 PM | G. Board Policies Revisions | Steve Gorcester | 83 |
| 4:30 PM | H. WACs Language Review | Steve Gorcester/Rich Struna | 1 |
| 4:45 PM | I. Bills Impacting TIB | Steve Gorcester | 7 |
| | • Budget | | |
| | • Waaga Way | | |
| | • SR-513 RJT | | |
| | • SR-99 RJT | | |
| 5:10 PM | J. Transportation Budget | Doug Vaughn | |
| 5:30 PM | K. WSDOT Project Review | Jerry Lenzi | |

DINNER (on your own)



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May 29-30, 2003 – Pullman, Washington

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May 30, 2003 – 9:00 AM BOARD AGENDA

| | | Page |
|-----------|--|----------------------------------|
| 1. | CALL TO ORDER | Chair McKenna |
| 2. | GENERAL MATTERS | |
| A. | Approval of March 28, 2003 Minutes | Chair McKenna 18 |
| B. | Communications | Steve Gorcester |
| | 1. Grant Approved for Major Street Repair – <i>The Star of Grand Coulee</i> | 24 |
| | 2. Highway 527 – <i>HeraldNet</i> and <i>The Enterprise</i> | 25 |
| | 3. Mukilteo's 121 st Street – <i>Mukilteo Beacon</i> (2 articles) | 28 |
| | 4. Highway 9's Missing Link – <i>HeraldNet</i> | 30 |
| | 5. West Main Street Overhaul in Battle Ground – <i>The Reflector</i> | 32 |
| 3. | LOCAL PRESENTATIONS | Bob Moorhead |
| 4. | NON-ACTION ITEMS | |
| A. | Chair's Report to the Board | Chair McKenna |
| B. | Executive Director's Report | Steve Gorcester |
| C. | Performance Measures Report | Rich Struna 34 |
| D. | Financial Status | |
| | 1. 2003-05 Planning | Steve Gorcester 38 |
| | 2. Current Financial Report | Rich Struna 41 |
| E. | Project Actions Update (3/1/03-4/30/03) | Bob Moorhead 45 |
| 5. | ACTION ITEMS | |
| A. | Sidewalk Deviation Request: | Omar Mehyar 61 |
| | • City of Auburn: West Valley Highway | |
| B. | Increase/Scope Change Request: | |
| | 1. City of McCleary: Simpson Ave. & 5 th St. | Bob Moorhead 69 |
| | 2. City of Ilwaco: Elizabeth Ave. | Bob Moorhead 74 |
| | 3. City of Ferndale: Main St. | Omar Mehyar 77 |
| C. | FY 2005 Program Sizes (Preliminary Target) | Steve Gorcester 81 |
| D. | Election of Chair and Vice Chair | Chair McKenna 82 |
| E. | Board Policies Revisions | Steve Gorcester 83 |
| 6. | FUTURE MEETINGS | |
| | July 24-25, 2003 – Vancouver | |
| | September 25-26, 2003 - Ellensburg | |
| | November 20-21, 2003 – Tacoma | |
| 7. | ADJOURNMENT | |



State of Washington

Transportation Improvement Board

Proposed WAC Changes

May 30, 2003

Through an ongoing process improvement effort, TIB staff has identified a number of improvements that streamline and clarify current operational practices. These improvements, reviewed by the Board at past meetings, require changes to Washington Administrative Code (WAC). Necessary WAC changes will be addressed in a public hearing at the July 2003 meeting. The following is a summary of the proposed changes:

WAC 479-01-010 Organization of transportation improvement board

- o Removed reference to the Public Transportation Systems Account (PTSA).
- o Removed selection of STP Statewide Competitive and Enhancement projects.

WAC 479-01-050 Administration costs

- o Removed reference to the PTSA.
- o Removed language specifying administrative costs would be paid in proportion to expenditures. Administrative costs will be paid based on the biennial appropriation.

WAC 479-05-010 Time and place for submission of proposed transportation improvement board projects.

- o Removed reference to predesign phase for deadline to submit prospectus.

WAC 479-05-050 Procedures for project approval.

- o Removed reference to predesign phase.

WAC 479-05-240 Procedure to request increase in board funds.

- o Language added specifying increases will be based on the amount requested at application and not design phase.
- o Removed reference to predesign phase.

WAC 479-12-260 Increases in small city program projects

- o Section repealed.
- o Small City increases will be treated in accordance with WAC 479-05-240 and Board policies on project increases.

WAC 479-12-430 Apportionment of funds to pedestrian safety and mobility program regions

- o Urban Pedestrian Safety and Mobility funds will be apportioned similar to the Small City Program.

WAC 479-01-010 Organization of transportation improvement board. The transportation improvement board is a twenty-one member board, organized under the provisions of chapter 269, Laws of 1995. The board administers the urban arterial trust account((~~7~~)) and the transportation improvement account((~~7~~ and public transportation systems account)). The board evaluates petitions requesting any additions to or deletions from the state highway system and forwards recommendations to the legislature. ((~~The board selects projects for the STP statewide competitive program and the enhancement program and forwards the recommended list to the legislature.~~)) Board membership is defined in RCW 47.26.121.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-010, filed 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-01-010, filed 10/30/95, effective 11/30/95. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-010, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-010, filed 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01, Resolution Nos. 770, 771 and 772), § 479-01-010, filed 10/26/83; Order 31 (part), § 479-01-010, filed 11/8/67.]

WAC 479-01-050 Administration costs. The board costs for necessary staff services and facilities that are attributable to the urban arterial trust account((~~7~~)) and the transportation improvement account((~~7~~ and public transportation systems account)) shall be paid ((~~in proportion to the anticipated expenditures of the accounts~~)) as determined by the biennial appropriation.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-050, filed 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-01-050, filed 10/30/95, effective 11/30/95.]

WAC 479-05-010 Time and place for submission of proposed transportation improvement board projects. Prospectuses for ((~~predesign-or~~)) design phase shall be requested by the board after:

(1) Submitted project applications have been evaluated as to priority;

(2) The legislative appropriation authority has been reviewed and capacity to authorize additional projects determined.

Prospectuses for ((~~predesign-phase-or~~)) design phase shall be received by the board by the first day of the month preceding the month in which project authorization is proposed unless a later receipt is approved by the director.

Prospectuses for the construction phase shall be received by the twentieth day of the month preceding the month in which construction project authorization is proposed unless a later receipt date is approved by the director.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-010, filed 11/23/99, effective 12/24/99.]

WAC 479-05-050 Procedures for project approval.

((~~Predesign, -d~~)) Design proposals and related construction projects authorized by the board for financial assistance shall be selected for authorization based upon the following factors:

The proposed project scope shall include improvements that will address or mitigate the items for which the project was selected.

The board shall evaluate the project scope and may reduce the project scope if the scope exceeds that which is necessary to address or mitigate items.

The following factors relative to each project, in addition to other factors required by law, shall be evaluated:

(1) Each project shall be evaluated on the availability and source of matching funds.

(2) Construction prospectuses for projects previously approved for design and right of way funding by the board shall be required to be accompanied by the following information demonstrating the readiness of the project to be placed under contract for construction.

(a) A certification from the legislative body or other designated responsible official, of the administering agency, that an environmental impact analysis has been conducted and an environmental impact statement including the conformity with the

WAC (5/13/03 12:32 PM) [1]

state and Federal Clean Air Acts or negative declaration of environmental impact, as appropriate, has been circulated pursuant to chapter 43.21C RCW, and that the results have been utilized in arriving at the decisions reflected in the prospectus for the construction project.

(b) A certification that all right of way required for the project is available or if right of way remains to be acquired that the agency has obtained a possession and use agreement on the parcels in question.

(c) A certification from the legislative body that the project is completely designed and ready to be advertised for bids.

(d) The date the project will be advertised for bids.

(e) Each construction project prospectus shall identify changes between the scope of work of the proposed project and the work contemplated in the current six-year transportation program or the project design prospectus. An explanation and justification for such changes shall also be included.

(f) The board shall consider adjustments to the amount previously requested in accordance with the board's rule on increases in transportation improvement board funds.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-050, filed 11/23/99, effective 12/24/99.]

WAC 479-05-240 Procedure to request increase in board funds. The amount of funds approved will be based upon the amount requested at ((design approval)) project application. This amount may be adjusted from the amount shown in the project application with adequate justification. Board fund increases are not approved at ((~~pre-design and~~)) design phase.

Local agencies may request an increase in funds over the amount set forth in the ((~~design phase~~)) application, at the construction phase, bid opening or contract completion of a project in accordance with the following procedures:

(1) At the construction phase all requests shall be reviewed by the director. The director shall report the findings to the board for its review, consideration and final action. The board shall not grant a request for increase at this phase if:

(a) The requested increase is to pay for an expansion of the scope of the work that is beyond the work required to accomplish the intent of the project as approved at the design phase.

(b) The granting of the request will obligate funding beyond the level acceptable to the board or will in any way

WAC (5/13/03 12:32 PM) [2]

adversely affect authorized funds previously approved by the board.

(2) Request for increases at bid opening shall not exceed the amount set by board policy. Requests for increases at this phase will take priority over design and construction phase approvals. Such requests shall be reviewed by the director and will not be approved if:

(a) The requested increase is to pay for an expansion of the authorized scope of the work; or

(b) If the request is not substantiated and the director determines that the increased funds should have been anticipated by the local agency at the construction phase of the project.

(3) Requests for increases in funds submitted to the board at contract completion shall not exceed the amount set by board policy. Requests for increases at this phase will take priority over design and construction phase approvals. Such requests shall be reviewed by the director and will not be approved if:

(a) The requested increase is to pay for an expansion of the authorized scope of the work; or

(b) If the request is not substantiated and the director determines that the increased funds should have been anticipated by the local agency at the construction approval phase of the project.

(4) If the director or the board, as the case may be, does not approve the request of a local agency for an increase, the administering agency may:

(a) Proceed with the project, paying for any additional costs with local or other funds; or

(b) Withdraw the request for participation; or, if applicable

(c) Within the authorized amount, and subject to approval by the director, reduce the scope of the project while retaining a usable and functional improvement.

[Statutory Authority: Chapter 47.26 RCW. 01-19-040, § 479-05-240, filed 9/14/01, effective 10/15/01. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-240, filed 11/23/99, effective 12/24/99.]

~~((WAC 479-12-260 Increases in small city program projects.~~

~~An increase in the amount of small city program funds for a project may be requested in accordance with the provisions of WAC 479-05-250, except, where in the board's judgment at project completion, ten percent of unexpected project costs would create an undue financial burden on the agency, the board may elect to fund all or a portion of the unexpected cost.))~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-260, filed 11/23/99, effective 12/24/99.]

WAC 479-12-430 Apportionment of funds to pedestrian safety and mobility program regions. Of the funds obligated to pedestrian safety and mobility projects within urban areas, ~~((forty percent will be allocated to projects on a statewide basis and then, at least fifteen percent will be allocated to projects in the east region, at least fifteen percent to projects in the west region, and approximately thirty percent to projects in the Puget Sound region))~~ the amount apportioned to projects in a region will be within plus or minus five percent of the ratio which the population of urban areas in a region bears to the statewide population for urban areas as last determined by the office of financial management.

Of the funds obligated to pedestrian safety and mobility projects within small cities, the amount apportioned to projects in a region will be within plus or minus five percent of the ratio which the population of cities under five thousand in a region bears to the statewide population for cities under five thousand as last determined by the office of financial management.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-430, filed 11/23/99, effective 12/24/99.]

HIGHWAYS & TRANSPORTATION

786-7300

SSB 5117: REGULATING THE SALE, DISTRIBUTION, AND INSTALLATION OF AIR BAGS

Prime Sponsor: Senator Eide

** Signed by the Governor*

- Persons who knowingly install or distribute previously deployed motor vehicle air bags are guilty of a gross misdemeanor, and are subject to a maximum \$5,000 fine and/or a one-year jail sentence.
- When previously deployed air bags are replaced, the replacement air bag must conform to manufacturer standards, and installers must verify that the entire air bag system is operating properly.

SSB 5190: STRENGTHENING LAWS AGAINST FUEL TAX EVASION

Prime Sponsor: Senator Jacobsen

(HB 1477 Representative Cooper)

- The State Patrol may seize any fuel imported into the state or manufactured in the state by a person that is not licensed, and may seize any conveyances in which the fuel is transported.
- The statute allowing for the sale of untaxed clear diesel at card lock facilities to farmers, logging companies and construction companies is repealed.
- The penalty for a single event of using dyed diesel for a taxable purpose is reduced from a felony to a gross misdemeanor. Multiple dyed diesel infractions remains a felony.

ESSB 5229: SEPARATING TRAINING FOR TWO AND THREE-WHEELED MOTORCYCLES

Prime Sponsor: Senator Haugen

** Signed by the Governor*

- The Department of Licensing (DOL) must establish separate novice and advanced motorcycle skills education courses for two-wheeled and three-wheeled motorcycles.
- The definition of a motorcycle, under the motorcycle skills education program, is modified to include motorized tricycles and side car equipped motorcycles.
- A three-wheeled motorcycle special driver's license endorsement is established.
- This act is named the Monty Lish Memorial Act.

ESB 5245: INVOLVING LEGISLATORS IN TRANSPORTATION PLANNING

Prime Sponsor: Senator Horn

- Any member of the House of Representatives or the Senate whose districts are wholly, or partly, within the boundaries of a Regional Transportation Planning Organization (RTPO) are considered ex-officio, nonvoting board members of the RTPO. This does not preclude legislators from becoming full-time, voting board members.
- When the members of the Regional Transportation Planning Organization take action on matters that solely affect Washington State, there must be a majority vote of the Washington residents serving as members of the RTPO before the matter may be adopted.

ESSB 5247: AUTHORIZING ALTERNATIVE LOCAL OPTION FUEL TAXES

Prime Sponsor: Senator Horn

- A county or a Regional Transportation Investment District may levy a local fuel tax at a rate equal to 10 percent of the state fuel tax rate.
- Administration and collection of local option fuel taxes is moved from the Department of Licensing to the Department of Revenue.

SSB 5248: ACHIEVING TRANSPORTATION WORKFORCE EFFICIENCIES

Prime Sponsor: Senator Horn

- The Department of Transportation (DOT) must develop an employee retention program. For augmentation purposes only, DOT may acquire construction-engineering services from private firms.
- DOT must establish apprenticeship opportunities in transportation and establish a human resources skills bank. The Department of Labor & Industries (L&I) must conduct an assessment of prevailing wages currently paid for transportation labor. One hundred thousand dollars of intent and affidavit fees is dedicated to L&I's prevailing wage survey process.
- Counties, Public Transportation Benefit Areas, Regional Transit Authorities and municipalities must provide to the Transportation Commission a lowest lifecycle cost preservation management plan/assets inventory. Cities must provide the Transportation Commission a preservation rating on their arterial networks. The County Road Administration Board must develop county maintenance standards.

ESB 5279: EXTENDING THE EXPIRATION DATE OF THE TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE

Prime Sponsor: Senator Prentice

*** Signed by the Governor**

- The Transportation Permit Efficiency and Accountability Committee, which was created by ESB 6188 in 2001 and was to expire on March 31, 2003, is extended through March 31, 2006.
- Additional goals for the committee are established for expediting permits for transportation projects.
- Detailed work plans are required for some elements of the committee's work and dates are established for reports to the Legislature.

SB 5284: PENALIZING FAILURE TO USE REQUIRED TRACTION EQUIPMENT

Prime Sponsor: Senator Stevens

- Failure to use required traction equipment is reclassified as a traffic infraction with a fine of \$500. The terminology for road conditions is updated to reflect those actually used by the Department of Transportation (DOT). Different recommendations can be made by DOT or the State Patrol for four-wheel drive vehicles in gear.

SSB 5335: DEFINING "MOTORCYCLE HELMET"

Prime Sponsor: Senator Zarelli

(HB 1297 Representative Orcutt)

- The authority of the Washington State Patrol to adopt rules for protective helmets is removed.
- Motorcycle helmet is defined as a protective covering for the head consisting of a hard outer shell, padding adjacent to and inside the outer shell, and a neck or a chin strap type retention system, with a

sticker indicating that the motorcycle helmet meets standards by the United States Department of Transportation.

SB 5429: AUTHORIZING THE PERFORMANCE REGISTRATION INFORMATION SYSTEMS MANAGEMENT PROGRAM (PRISM)

Prime Sponsor: Senator Mulliken

(HB 1678 Representative Hudgins)

*** Signed by the Governor**

- The Performance and Registration Information Systems Management Program (PRISM) is a cooperative federal-state safety program developed to reduce commercial vehicle accidents.
- The Department of Licensing (DOL) may participate in PRISM. DOL must refuse to register, or revoke the current registration of, a motor carrier that has been prohibited from operating, under federal law, by the Federal Motor Carrier Safety Administration.
- The following information must be submitted by a motor carrier at the time of registration or renewal: (1) USDOT number, (2) taxpayer identification number, and (3) Motor Carrier Identification Report.

ESB 5450: PROVIDING INCENTIVES TO REDUCE AIR POLLUTION THROUGH THE USE OF NEIGHBORHOOD ELECTRIC VEHICLES

Prime Sponsor: Senator Horn

(HB 1438 Representative Sullivan)

*** ESSB 5770 is incorporated in its entirety into ESB 5450, as described below.**

- Neighborhood Electric Vehicles (NEVs) are defined. NEVs may be operated on state highways that have a speed limit of 35 miles per hour or less, but may not be operated on state highway routes. Local authorities may regulate NEVs. Additional restrictions are provided.
- Motorized foot scooters are defined. They may be operated during daylight hours, as well as before sunrise and after sunset if they have reflectors approved by the Washington State Patrol. Motorized foot scooters have the same highway access as bicycles; however, local jurisdictions may restrict access. Additional restrictions are provided.

SSB 5457: POSTING HAZARDS TO MOTORCYCLES

Prime Sponsor: Senator Horn

- When construction, repair, or maintenance to highways, county roads, streets or bridges includes grooved pavement, abrupt lane edges, steel plates, or gravel or earth surfaces, signs must be posted warning motorcyclists of the hazard.
- The Department of Transportation must adopt by rule a uniform sign for this purpose, including, at least, the language "Motorcycles use extreme caution."

SSB 5497: MODIFYING RELOCATION ASSISTANCE PROVISIONS

Prime Sponsor: Senator Esser

(HB 1481 Representative Sullivan)

- Farms, nonprofit organizations and small businesses may be eligible for reimbursement of business relocation expenses when the property they are occupying is condemned through eminent domain.
- This bill raises the current limit for reimbursement of actual expenses from \$10,000 to \$50,000.

SSB 5520: AUTHORIZING THE FERRY SYSTEM TO USE ALTERNATIVE PUBLIC WORKS CONTRACTING PROCEDURES

Prime Sponsor: Senator Haugen

(HB 1479 Representative Sullivan)

- The Department of Transportation State Ferry system is added to the list of state and local entities that may engage in alternative public works contracting procedures (design-build and General Contractor/Construction Manager) under Chapter 39.10 RCW. This authority is limited to ferry terminal projects. Design-build authority for vessels exists in other statutes.

SSB 5600: REGULATING DISPOSITION OF RETURNED LICENSE PLATES

Prime Sponsor: Senator Schmidt

- The Department of Licensing (DOL) may provide license plates that have been used and returned to the department to individuals who request a plate for non-vehicular use.
- DOL may charge a fee of up to \$5 per plate to recover postage and handling costs and may waive the fee for plates requested for educational purposes.

SSB 5748: IMPLEMENTING PERFORMANCE AUDITS OF TRANSPORTATION-RELATED AGENCIES

Prime Sponsor: Senator Finkbeiner

- The Transportation Performance Audit Board (TPAB) is created to direct a performance review and audit process of state transportation agencies.
- The TPAB consists of the majority and minority leaders of the House and Senate Transportation Committees, five citizens with expertise in delivering transportation services, one gubernatorial appointee and one ex-officio member. The TPAB conducts performance reviews of state transportation agencies.
- At the request of the TPAB, the Executive Committee of the Legislative Transportation Committee may request the State Legislative Auditor to conduct a full functional or performance audit. To the greatest extent possible, the Legislative Auditor shall contract with the private sector for audit services.

SB 5769: AUTHORIZING BOND AUTHORITY FOR REGIONAL TRANSPORTATION INVESTMENT DISTRICTS

Prime Sponsor: Senator Horn

- Regional Transportation Investment Districts are authorized to enter into debt up to amounts provided by the constitutional limitations.
- Revenue bonds may be issued by a district without submission to the voters of that district. Once construction of projects in the RTID plan has been completed, district revenues may only be used to make payments on the outstanding bonds, make payments required under pledging agreements, and provide for the maintenance and operations of toll facilities as may be required by toll bond covenants.

ESSB 5770: REGULATING MOTORIZED FOOT SCOOTERS

Prime Sponsor: Senator Horn

** ESSB 5770 is incorporated in its entirety into ESB 5450.*

SSB 5868: RELEASING DRIVING ABSTRACTS OF PROSPECTIVE VOLUNTEERS

Prime Sponsor: Senator Brown

(HB 2206 Representative Wood)

- Upon request by a volunteer organization, the Department of Licensing must provide a certified abstract of the full driving record of an individual who has submitted an application for a position that could require the transportation of children under 18 years of age, adults over 65 years of age, or physically or mentally disabled persons.
- The release of the abstract requires a statement signed by the volunteer or prospective volunteer and the volunteer organization.

SSB 5912: CREATING THE PRODUCE RAILCAR POOL

Prime Sponsor: Senator Mulliken

(HB 2072 Representative Hankins)

- The Washington State Department of Transportation (WSDOT) may establish the Washington Produce Railcar Pool to ship fresh and processed foods.
- To the extent funds are appropriated, WSDOT may purchase, lease, or accept donated refrigerated railcars.
- The Produce Railcar Pool account is created.

SB 5937: ADDING TO THE SCENIC AND RECREATIONAL HIGHWAY SYSTEM

Prime Sponsor: Senator Parlette

(HB 2058 Representative Wood)

*** Signed by the Governor**

- The Legislature designates the US 97 Scenic Byway and the Palouse Country Scenic Byway as scenic byways, making them eligible for federal grants, Washington State Department of Transportation support in developing a corridor management plan, and designation on maps.

ESB 5938: UPDATING FINANCIAL RESPONSIBILITY LAWS FOR VESSELS

Prime Sponsor: Senator Finkbeiner

*** Signed by the Governor**

- The minimum financial responsibility requirements for certain vessels carrying oil as cargo or as fuel are revised.

**SSB 5974: EXERCISING SOUND BUSINESS PRACTICES TO ENHANCE REVENUES FOR
WASHINGTON STATE FERRIES**

Prime Sponsor: Senator Benton

(HB 2097 Representative Murray)

- Charges for chartering Washington State Ferry (WSF) vessels are calculated by adding actual vessel operating costs to a market-rate profit margin. Parties chartering vessels may use vehicle decks.
- Parties have the authority to enter into lease agreements or contracts with WSF to use WSF parking lots, along with space on the ferries, wharves, docks, approaches, and landings. WSF may sell commercial advertising space and licenses to use WSF trademarks.
- The Chief Executive Officer of the WSF system may authorize WSF to use promotional, discounted, and special event fares.
- The Washington State Department of Transportation must include in the strategic planning and performance assessment process an analysis of: 1) the compatibility of public and private partnerships with WSF's core business; and 2) efforts to maximize nonfarebox revenues and provide benefit to users of WSF facilities.

SB 5989: REPRESENTING PILOTS ON THE BOARD OF PILOTAGE COMMISSIONERS

Prime Sponsor: Senator Haugen

** Signed by the Governor*

- Representation of active pilots on the Board of Pilotage Commissioners is altered so that one pilot is from the Puget Sound pilotage district and the other may be from either the Grays Harbor pilotage district or the Puget Sound pilotage district.

SB 6056: ADJUSTING FEES, TAXES, AND PENALTIES FOR PILOTS AND AIRCRAFT

Prime Sponsor: Senator Haugen

- Annual pilot and airmen and airwomen registration fees are set at \$15.
- Annual aircraft registration fees are set at \$15.
- The aircraft fuel tax is set at a fixed rate of 10 cents per gallon and the provision for the fuel tax rate calculation based on fuel prices is repealed. Fuel for medical air transport entities is exempt from the aircraft fuel tax.
- Civil penalties are set for failure to register as a pilot or for failure to register an aircraft.

ESB 6062: AUTHORIZING BONDS FOR TRANSPORTATION FUNDING

Prime Sponsor: Senator Horn

- Authorization is provided for the sale of \$2.6 billion of general obligation bonds for transportation improvements. The bonds are backed by the motor fuel tax and the full faith and credit of the state.
- The sale of \$350 million of nondebt-limit general obligation bonds backed by revenues from the multimodal fund (sales tax on vehicles) is authorized.
- Monorail bonding requirements are established.

ESSB 6072: FUNDING POLLUTION ABATEMENT AND RESPONSE

Prime Sponsor: Senator Horn

- Various certification of title fees are transferred from the motor vehicle account to the transportation 2003 account (nickel account), air pollution control account, and vessel response account.
- Eighty five percent of the new funds deposited into the air pollution control account are distributed to local air pollution control authorities and 15 percent of the proceeds are distributed to the Department of Ecology. The funds are used to retrofit school buses with exhaust emission control devices, reduce vehicle emissions, reduce air contaminants, and to provide funding for fueling infrastructure to allow school bus fleets to use alternative, cleaner fuels.
- Proceeds deposited in the vessel response account are used to fund a tug boat at the entrance of the Strait of Juan de Fuca whose primary mission is to arrest the drift of disabled vessels in order to prevent a spill.
- The vessel response account expires in 2008. The distribution of the air pollution control account created in this act expires in 2008.

ESSB 6074: CHANGING PROVISIONS RELATING TO VESSELS

Prime Sponsor: Senator Horn

*** Signed by the Governor**

- Technical changes are made to ESHB 1853, adopted by the 2003 Legislature. Public Transportation Benefit Areas (PTBAs) are subject to the same labor provisions as ferry districts when offering passenger-only ferry service. PTBAs, like ferry districts, must be charged fair market value for Washington State Ferry vessels, equipment, and space, taking into account public benefit derived from the ferry service.
- Private passenger vessels that transport passengers and vehicles between Washington and a foreign country are not subject to the revised financial responsibility requirements adopted by the 2003 Legislature in ESB 5938.

SHB 1036: MODIFYING SUBAGENT AUTHORITY TO PROCESS MAIL-IN VEHICLE REGISTRATION RENEWALS

Prime Sponsor: Representative Hatfield

(SB 5246 Senator Esser)

- Subagents are granted the same authority as the county auditors to mail replacement plates or registration renewal tabs to internet purchase option customers.
- The Department of Licensing is required to provide notice to internet customers concerning the additional fees that will be collected for services provided by subagents and county auditors.

SHB 1086: MOVING MOBILE HOMES BY MOBILE HOME PARK OWNERS

Prime Sponsor: Representative Morris

*** Signed by the Governor**

- A mobile home park owner may move an abandoned mobile home for purposes of demolition without having to pay the outstanding property taxes.
- The landlord must file an affidavit of destruction with the county assessor's office in order to move the mobile home without payment of the taxes.

HB 1088: AUTHORIZING REMOVAL OF VEHICLES FROM RESTRICTED PARKING ZONES

Prime Sponsor: Representative Fromhold

(SB 5213 Senator Carlson)

- A police officer may take custody of a vehicle and have it removed to a place of safety when it is illegally occupying a zone where parking is limited to certain classes of vehicles or is prohibited during designated times.
- A zone must be properly signed at least 24 hours in advance and give notice that illegally parked vehicles will be removed.

HB 1102: REVISING THE PROVISION FOR EXCHANGE AGREEMENTS FOR ENVIRONMENTAL MITIGATION SITES

Prime Sponsor: Representative Murray

- Nonprofit environmental conservation groups, incorporated in or out of Washington State, may receive Department of Transportation environmental mitigation sites.

HB 1114: EXTENDING SCHOOL OR PLAYGROUND SPEED ZONES

Prime Sponsor: Representative Hinkle

- A county or city may create a school or playground speed zone on a highway bordering a school or playground, even if a marked school or playground crosswalk is not present.

ESHB 1163: MAKING 2001-03 AND 2003-05 TRANSPORTATION APPROPRIATIONS

Prime Sponsor: Representative Murray

(SB 5338 Senator Horn)

- Appropriations are made for state transportation agencies and programs for the 2003-05 fiscal biennium.
- Appropriations for various transportation agencies and programs are modified for the 2001-03 biennium.

HB 1352: APPORTIONING RAILROAD CROSSING INSTALLATION AND MAINTENANCE COSTS

Prime Sponsor: Representative Murray

(SB 5367 Senator Haugen)

- The first \$20,000 of installation costs for signals and warning devices at railroad crossings must be paid out of the state Grade Crossing Protective Fund, and remaining costs must be apportioned according to statutory formula.
- Monies in the Grade Crossing Protective Fund may be used on rail safety projects that are authorized by the Utilities and Transportation Commission.

HB 1356: UPDATING UTILITIES AND TRANSPORTATION COMMISSION REGULATORY FEES

Prime Sponsor: Representative Dunshee

- The minimum fees required to be paid by certain companies regulated by the Utilities & Transportation Commission (UTC) are removed from statute.
- The UTC may set minimum fees for certain regulated companies that do not exceed the actual costs of collecting the fees.

HB 1379: AUTHORIZING AGREEMENTS FOR TRAFFIC CONTROL

Prime Sponsor: Representative Ericksen

- Law enforcement personnel may enforce speeding laws on private roads within a homeowners' association, upon written agreement between the homeowners' association and the chief law enforcement official of the local jurisdiction.
- The homeowners' association's board of directors must authorize issuance of speeding infractions, declare a speed limit of not less than 20 miles per hour, and provide written notice to all homeowners within the association. Signs declaring the speed limit must be posted at all vehicle entrances to the community.

EHB 1388: PROVIDING INCENTIVES TO INCREASE TRANSPORTATION REVENUES BY REFORMING LAWS LIMITING THE PROVISION OF PASSENGER-ONLY FERRY SERVICE

Prime Sponsor: Representative Woods

(SB 5646 Senator Oke)

- Operators of passenger-only ferry service do not need to apply for the waiver needed to operate within ten miles of a route served by the Washington State Ferry (WSF) System.

- When granting certificates of public convenience and necessity to passenger-only ferry operators (required to operate between fixed termini or over regular routes on Washington State waters), consideration must be given by the Utilities & Transportation Commission to public agencies operating or eligible to operate passenger-only ferry service.
- The Washington State Department of Transportation must make its terminal, dock, and pier space available to operators of passenger-only ferry service if such use does not limit the operation of WSF auto ferries.
- Private operators are not bound by WSF contractual obligations.

ESHB 1463: ALLOWING ADVERTISING ON BUS SHELTERS

Prime Sponsor: Representative Sullivan

(SB 5491 Senator Finkbeiner)

- Local transit systems are authorized to include commercial advertising on bus shelters located on state highway rights of way.
- The Washington State Department of Transportation may lease state right of way air space for this purpose, and the transit system may only be charged for the commercial space.

ESHB 1592: REGULATING SPECIAL LICENSE PLATES

Prime Sponsor: Representative Simpson

(SB 5435 Senator Haugen)

- The Special License Plate Review Board is created and charged with reviewing special license plate applications from groups requesting the creation of a special plate.
- The application and review process created includes prepayment or reimbursement to the state for all special plate implementation costs.

SHB 1597: ALLOWING HOLDERS OF COMMERCIAL DRIVERS' LICENSES TO DELAY A PHYSICAL EXAMINATION

Prime Sponsor: Representative Mielke

- The requirement that an applicant for a commercial driver's license, or a commercial driver's license instruction permit, provide proof of a physical exam to the Department of Licensing as a prerequisite to the issuance of a license or permit is removed.
- Commercial driver's license holders may not operate a commercial motor vehicle unless the driver is physically qualified to do so and carries a copy of a medical examiner's certificate stating the driver is fit to operate a commercial motor vehicle.
- Failure to comply with this act is a traffic infraction and a fine of up to \$250 may be imposed.

ESHB 1853: PROVIDING PASSENGER FERRY SERVICE

Prime Sponsor: Representative Rockefeller

** Signed by the Governor*

- Public transportation benefit areas with a boundary on the Puget Sound may operate passenger-only ferries. Sources of funding include a sales and use tax of up to .4 percent and a motor vehicle excise tax of up to .4 percent. These taxes must be voter approved.
- Ferry districts may be created by the legislative authority of a county with a boundary on the Puget Sound and a population of over one million people to operate passenger-only ferries. The ferry district may impose a property tax of up to \$.75 per \$1,000 of assessed valuation.

HB 1937: EXCLUDING POWER WHEELCHAIRS FROM MOTOR VEHICLE REGULATION

Prime Sponsor: Representative Murray

(SB 5854 Senator Mulliken)

- A person using a power wheelchair qualifies as a pedestrian and is not required to obtain a driver's license to operate the device.

SHB 2033: REQUIRING REGIONAL TRANSPORTATION INVESTMENT DISTRICT TAX REVENUE TO BE ALLOCATED PROPORTIONALLY AMONG MEMBER COUNTIES

Prime Sponsor: Representative Shabro

- Revenues raised by a Regional Transportation Investment District (RTID) must be allocated proportionally to member counties based on revenue generated and must be used for the benefit of the county within which the revenue is generated.
- A RTID transportation investment plan may be modified regarding county projects, subject to voter approval from the county affected.

HB 2065: FACILITATING LICENSE PLATE TECHNOLOGY ADVANCES

Prime Sponsor: Representative Simpson

(SB 5643 Senator Esser)

- The Department Of Licensing (DOL) must implement a flat, digitally printed license plate system by July 1, 2004.
- A fee of 25 cents must be collected on all vehicle and vessel licensing, registration, and titling transactions and be deposited into the license plate technology account.
- DOL must offer vehicle owners, replacing their license plate under the replacement requirements, the option of retaining their current license plate number. A retention fee of \$20 must be collected for providing this service.

SHB 2215: ALLOWING CAR DEALERS TO CHARGE DOCUMENTARY SERVICE FEES

Prime Sponsor: Representative Murray

(SB 6068 Senator Horn)

- Vehicle dealers are authorized to charge a documentary service fee of up to \$35 per vehicle sale or lease. In order to charge the document service fee, vehicle dealers must observe certain conditions.

ESHB 2228: EXTENDING COMMUTE TRIP REDUCTION INCENTIVES

Prime Sponsor: Representative Murray

(SB 5340 Senator Horn)

- A commute trip reduction (CTR) tax credit and grant program is enacted from July 1, 2004, until July 1, 2013.
- Employers are allowed a business and occupation or public utility tax credit if they provide financial incentives to their employees for ridesharing in carpools, public transportation, car sharing, and nonmotorized commuting (CTR modes). Total tax credits are limited to \$2,250,000 per fiscal year.
- In addition, to the extent funds are appropriated, the Washington State Department of Transportation must administer a CTR grant program for employers who give financial incentives to their employees for using CTR modes and for teleworking. Total grants may not exceed \$750,000 per fiscal year.

ESHB 2231: AUTHORIZING TRANSPORTATION FINANCING ALTERNATIVES

Prime Sponsor: Representative Murray

(SB 6061 Senator Horn)

- The Transportation 2003 account (the nickel account) is created in the Motor Vehicle Fund.

- Beginning July 1, 2003, the state gas tax and special fuel tax are increased by 5 cents per gallon. The increase in the gas tax expires when the bonds sold to pay for Transportation 2003 projects are retired.
- The gross weight portion of the combined licensing fee paid by trucks, tractors, and buses is increased by 15 percent for those vehicles over 10,000 pounds.
- Beginning July 1, 2003, the sales and use tax applicable to motor vehicles is increased by three tenths of 1 percent.
- The rate at which refund distributions are calculated for off-road vehicles, snowmobiles, and marine usage is increased by one cent in each of the next five biennia.

HJM 4014: NAMING THE "MARYANN MITCHELL MEMORIAL INTERCHANGE"

Prime Sponsor: Representative Woods

- Requests the Transportation Commission to designate the 320th Street crossing of Interstate Five in the city of Federal Way the Maryann Mitchell Memorial Interchange.

Transportation Improvement Board
March 28, 2003
Department of Transportation Maintenance Building
Bellingham, Washington

MINUTES

PRESENT

TIB BOARD MEMBERS

Councilmember Rob McKenna, Chair
Councilmember Bill Ganley, Vice Chair
Mr. John Akers
Mr. Tom Ballard
Commissioner Leo Bowman
Mr. George Cress
Ms. Kathleen Davis
Mr. Dan DiGuilio
Councilmember Mary Gates

Ms. Paula Hammond
Council President Rob Higgins
Mr. Dick McKinley
Mr. Dave Nelson
Mr. Dave O'Connell
Commissioner Mike Shelton
Mr. Allen Schweim
Mr. Arnold Tomac
Mr. Doug Vaughn

TIB STAFF

Steve Gorcester
Rich Struna
Omar Mehyar
Bob Moorhead
JoAnn Schueler

TIB BOARD MEMBERS NOT PRESENT

Mr. Paul Roberts
Mr. Jay Weber

CALL TO ORDER

Vice Chair Ganley called the meeting to order at 9:05 AM, noting that Chair McKenna would be joining the meeting shortly.

GENERAL MATTERS

A. Approval of November 22, 2002 Minutes

MOTION: It was moved by Mr. Akers with a second by Commissioner Bowman to approve the minutes of the January 24, 2003 Board meeting as printed. Motion carried unanimously.

B. Communications – In addition to the materials in the meeting packet, Executive Director Steve Gorcester distributed copies of an article from the national newsletter, *TR News*, describing TIB's success in the "De-TEA" process to simplify transportation..

LOCAL PRESENTATIONS

Mr. Gordon Rodgers of the Whatcom Council of Governments coordinated a PowerPoint presentation by the following local agency representatives:

- Jeff Monsen, Whatcom County Public Works Director, spoke about the Yew Street Airport Drive projects and future opportunities on Cable Street and Marine Drive;
- Rory Routhe, Assistant Director for Engineering at Bellingham Public Works, reviewed Bakerview Road, Sunset Drive – current and future, Alabama Street, and Electric Avenue projects;
- Dieter Schugt, Mayor of Blaine, thanked the Board for the Sixth Street and Marine Drive projects;

- Jack Louws, Mayor of Lynden, noted current and future projects on Front Street, Lynden-Birch Bay Road, and Main Street at Third Avenue;
- Douglas McDonald, representing the Lummi Indian Nation, expressed hopes that the tribe and TIB and Whatcom County could form funding partnerships for future projects;
- Jeff Miller, Engineering Director for the City of Anacortes, presented information on two projects on 12th Street and one on H Avenue;
- John Buckley, Public Works Director for the City of Mount Vernon, gave an update on the Riverside Bridge and Stewart Road projects.

Executive Director Steve Gorcester updated the Board on projects and issues in La Conner and Ferndale.

NON-ACTION ITEMS

A. Chair's Report to the Board

Chair McKenna reported that he had met former TIB Chair Tina Roberts-Martinez at a recent event, and she is doing well in retirement, but misses TIB.

B. Executive Director's Report to the Board

Steve Gorcester informed the Board that one of our project engineers has a son fighting in Iraq. John Dorffeld, Jr. is with the 3rd Infantry Division and is on the front lines in Baghdad. Steve also noted that another of TIB's project engineers, Gloria Bennett, is in the Air Force Reserves and her unit has already had a partial call-up. Mr. DiGuilio mentioned that he, too, has a son in the war area serving on a Coast Guard ship in the Persian Gulf.

Project Issues

- AIP Ferndale Project – There is some difficulty with increases on AIP projects. This will be outlined in more detail during the financial report. The last biennium ended in a substantial deficit of spending authority, which has improved greatly, but is still challenging. That challenge is affecting AIP projects and causing increases to be turned down. One of the projects affected is Ferndale's Main Street in which a \$700,000 increase has been requested, and Ferndale was told the additional money was not available. A subsequent increase request in the amount of \$185,000, which is within the Executive Director's Delegation of Authority, was also turned down. Between now and the end of the biennium, the City of Ferndale needs to decide if they want to go to bid on this project with available funding. The 42nd District legislative delegation has been briefed by Steve on this situation.
- AIP Federal Way Project – There was a substantial increase request on an AIP project at the 228th Intersection from the City of Federal Way that Councilmember Gates has been briefed on previously. City engineers were told that we were unable to assist them with an increase at this time.
- Bremerton Gateway – This is a 1990 project, which has been held up by the City of Bremerton's staffing priorities and by Federal funding that is not available until after reauthorization. Kathleen Davis and H&LP has helped in freeing up the Federal funds to move this project forward in 2003 instead of 2004.
- Port Angeles BRAC Match – There are two bridge replacement projects totaling over \$16 million. These projects did not rate high enough based on current AIP and TPP criteria to receive funding from the FY 2004 project selections, but require approximately \$3 million to match the bridge replacement funds. A separate program that responds specifically

with funding for these types of projects is sorely needed. TIB staff is currently working on a programmatic solution for projects that fall into this type of category.

- Oil Prices – Oil prices are driving up asphalt costs and lowering the revenue forecast. Revenue will drop \$700,000 in by the end of this biennium, \$2 million in the 2003-05 biennium and as much as \$10 million over the life of the financial plan.
- 2004 Newstreets Demonstration Projects – This program will not be able to be established through the Legislature by the time a decision is made on the 2004 program. Given that information coupled with the recent financial information received, a new round of demonstration projects may not be possible and program startup may be delayed until 2005. This allows additional time to factor in the costs of the increased asphalt prices.

Project Events – The following project events were highlighted:

- Everson – Robinson Road (ribbon cutting)
- Tukwila – International Boulevard (groundbreaking)
- Enumclaw – 2nd Street Extension (ribbon cutting)
- Edgewood – Jovita Boulevard (ribbon cutting)
- Bellingham – Sunset Corridor (ribbon cutting immediately following Board meeting)

Japanese Consulting Firm

Steve Gorcester and Rich Struna were interviewed by a Japanese delegation regarding strategic planning and balanced scorecard methodology. TIB was chosen by the Japanese delegation at the suggestion of the Governor's Office through OFM. Two representatives from the Japanese Ministry of Economy, Trade and Industry and two representatives from a Japanese research firm, along with a translator, comprised the interview team.

C. End of Biennium Financial Report

Steve Gorcester reported that we are still experiencing recovery from the financial obligations of the oversized AIP call for projects in 2000. An \$80,000,000 call in AIP was based on \$40,000,000 of revenue, which compels us to continue to deal with over-programming that is stretching the level of sustainability. The financial outlook is improving, however. Steve reviewed the financial charts in the Board packet, noting that the appropriation balance in TIA is doing well. Currently there is a considerable amount of construction activity at a time when revenue is relatively low, which contributes to the declining cash balance. Through careful management, the cash balance remains workable, and within another biennium, the TIB should be completely recovered.

The 2003-05 financial plan shows the UATA bond debt service dropping by \$2,000,000 and TIA bond debt service increasing about \$5,000,000. The long-range financial plan shows the revenue forecast increasing at a slower rate than previously forecasted. This is key in sizing future programs accurately. The 2003-05 revenue forecast projects a decline compared to previous forecasts in both the UATA and TIA accounts, which means smaller FY 2005 programs.

The current financial model used for tracking project size and inventory payouts is vital to TIB in estimating projected demand for funds that in turn helps determine our ability to take on additional obligations. Steve provides this critical information to local agencies through presentations at statewide city and county conferences and at meetings with individual agencies.

The following table containing financial account details was presented:

| Account | Expenditures | Appropriation | Appropriation Balance | Account Balance | Approved Funds Remaining |
|--------------------------------------|--------------------|--------------------|-----------------------|-------------------|--------------------------|
| Arterial Improvement Prog. | 62,036,432 | | | | 45,645,288 |
| City Hardship Assistance Prog. | 732,428 | | | | 56,782 |
| Pedestrian Safety and Mobility Prog. | 8,486,499 | | | | 2,935,841 |
| Small City Prog. | <u>18,861,696</u> | | | | 6,167,287 |
| UATA TOTAL | 90,117,055 | 105,622,000 | 15,504,945 | 10,668,065 | 54,805,198 |
| Transportation Partnership Prog. | 88,337,473 | | | | 54,888,725 |
| TIA TOTAL | 88,337,473 | 130,456,000 | 42,118,527 | 12,256,255 | 54,888,725 |
| UATA | 1,255,601 | 1,561,354 | 305,753 | | |
| TIA | <u>1,254,991</u> | <u>1,560,330</u> | <u>305,339</u> | | |
| ADMINISTRATION | 2,510,592 | 3,121,684 | 611,092 | | |
| TOTAL | 180,965,121 | 239,199,684 | 58,234,563 | 22,924,321 | 109,693,923 |

| | |
|-----------------------------|------------------|
| A- Salary and Wages | 1,736,290 |
| B - Employee Benefits | 310,955 |
| E - Goods and Services | 365,476 |
| G - Travel | 97,871 |
| J - Capital Outlays | 0 |
| ADMINISTRATION TOTAL | 2,510,592 |

D. Performance Measures Report

Rich Struna presented the Performance Measures Report, reviewing the goals, targets, and initiatives of the second quarter (October – December 2002). A portion of the data came from a customer survey that was placed as a “pop-up” on the TIB website. The vast majority of TIB's customers are very satisfied with the service they receive. Seventy-five percent of the respondents said TIB's service and support, while already very good, has improved over the past year. Rich informed the Board that detailed information on the performance of TIB's funding programs could be found at TIB's website. Councilmember Mary Gates commented on performance measures that may not be aligned with the Board's 2003-05 financial condition.

E. Project Actions Update (1/1/03-2/28/03)

Bob Moorhead reviewed the project actions and noted that there was a total change of \$2,779,222. The majority of the increase comes from the \$2 million in Newstreets projects authorized by the Board in January, a Board increase for a Bingen project, and a \$110,000 bridge match project in Ocean Shores.

ACTION ITEMS

A. Sidewalk Deviation Request

Vancouver: 192nd (Stage 3) – The City of Vancouver is requesting a deviation to build a 10-foot wide pathway separated from the curb by 6 feet on the east side of the roadway instead of the required 5-foot wide sidewalk on both sides of the roadway. There are no future plans for residential or commercial development for that area due to wetlands and there are no significant pedestrian generators. Additionally, this request will reduce the right-of-way takes through two separate wetlands and reduce the excavation requirements through a major rock cut.

MOTION: It was moved by Mr. McKinley with a second from Vice Chair Ganley to approve the construction of a single 10-foot pathway on the east side of 192nd Avenue in lieu of the sidewalks on both sides. Motion carried unanimously.

B. Increase/Scope Change Request

Kitsap County: Waaga Way – Action on the Waaga Way project has been postponed at the request of Kitsap County.

Town of Ruston: 51st/Gallagher – The Town of Ruston is requesting a scope change in termini. The termini in the original project on 51st Street included the east city limits and Winnifred Street. The current proposed termini are Bennett Street to Pearl Street. The proposed change in project scope eliminates the portion of the project which cannot be pursued due to ongoing cleanup on the Asarco site.

MOTION: It was moved by Vice Chair Ganley with a second from Mr. Tomac to approve the change in scope which would revise the project termini to include improvements to 51st Street between Bennett Street and Pearl Street. Motion carried unanimously.

Town of Cathlamet: SR-409/Main Street – During construction of this project, an abandoned wood-stave water main was discovered running directly under portions of the sidewalk. The Town of Cathlamet is requesting reimbursement for its removal, estimated at about \$30,000. Also, within the project limits, a 1,000-gallon steel fuel oil tank was discovered and needs to be removed and disposed of at an estimated cost of \$20,000. The Town of Cathlamet is negotiating with the property owner for reimbursement and will take full responsibility for costs associated with the tank removal.

MOTION: It was moved by Mr. Nelson with a second from Commissioner Shelton to approve an increase of \$30,000 in SCP funds to address the abandoned wood-stave water main removal, bringing the total TIB commitment to \$108,040. Motion carried unanimously.

C. Bid Award Deadline for 1990-91 Projects – Steve Gorcester presented a proposal to the Board to require the remaining six FY 1990-91 projects still in the design phase to reach bid award by June 30, 2004 or lose the TIB construction funds. These projects would be eligible to compete only for TIB construction funding in future calls for projects.

MOTION: It was moved by Vice Chair Ganley with a second from Councilmember Gates to adopt a deadline of June 30, 2004 for the six remaining 1990 and 1992 projects in design to reach Bid Award, to withdraw projects not meeting this deadline, and to allow these projects to re-apply for construction only funds in future funding cycles. Motion carried unanimously.

Mr. Ballard noted that the Board is always available to review project cancellations at the request of the local agencies.

- D. Small City PSMP Increase Authority** – This motion would modify the Executive Director's authority to set a Small City Pedestrian Safety and Mobility Program (SC/PSMP) project increase approval limit of up to \$15,000 (15%) of the original application, which has a maximum grant amount of \$100,000. The Executive Director's authority in the Small City Program (SCP) of project increases up to \$125,000 is the current policy being used. This cap is too high for PSMP projects, allowing potential increases to more than double TIB's commitment on the maximum SC/PSMP grant.

MOTION: It was moved by Mr. Nelson with a second from Councilmember Gates to amend Exhibit A, Delegation of Authority, to authorize the Executive Director to approve a project increase in SC/PSMP funds up to 15% of the original application amount, providing there has been no change in the scope of the project.

FUTURE MEETING

The next Board meeting is scheduled to meet in Pullman, May 29-30, 2003. Information regarding that meeting will be sent out on May 9.

ADJOURNMENT

Board members and staff were invited to participate in Bellingham's Sunset Drive ribbon cutting ceremonies at noon. The meeting adjourned at 11:29 AM.

Top Stories

Grant approved for major street repair

By: Stephen Mercer

March 26, 2003

There's a major change in the future for a road commonly used by people who need to get to Coulee Community Hospital or other health-related buildings in Grand Coulee.

The city of Grand Coulee's council voted March 17 to approve a state Transportation Improvement Board (TIB) grant to completely repair Burdin Blvd. from highway 174 to Second Street.

"I'm really happy to see this," said Mayor Tammara Byers, who received notification of the grant Feb. 21. It will repair the road from the ground up, she said.

The grant, which could equal about \$300,000, will go toward fixing some drainage and runoff problems, especially near the hospital's clinic, and fix curbs, Byers said. Sidewalks that are in need of repair in front of homes owned by Grant County Housing and Urban Development should also receive repair.

The grant comes from the state's Small City Program. It includes a guarantee of \$24,350 to reimburse the cost of the design phase.

Grand Coulee must first submit a copy of the final agreement for TIB to approve, before receiving reimbursement.

Grand Coulee cannot request the funds until July 1, so the city will not open the bids for design until later this year.

The grant stipulates that the city cannot begin construction until 2004, when the city will seek bids from contractors.

To begin construction, the city must send in a construction prospectus, a half-size set of the plans, specifications and the final engineer's estimate to request approval for the construction phase.

TIB will grant up to \$280,030 for the construction, making the grant worth a maximum of \$304,380.

The city first applied for the grant last year when they hired Gray and Osborne to write the grant application.

Byers said the city has been trying unsuccessfully for years to get a TIB grant for Martin Road. This was the first time they asked for a grant to repair Burdin Boulevard.

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Local News

Published: Friday, April 4, 2003
E-MAIL II PRINT II TALK ABOUT IT

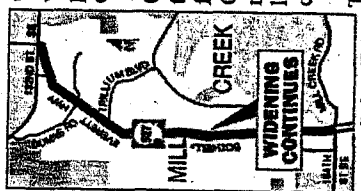
Highway 527 widening under way

By Jana Hill
For The Herald

MILL CREEK - The project to widen Highway 527 is going full speed ahead, unlike the traffic between 164th and 132nd streets SE.

Rush hour on that section of Highway 527, also known as the Bothell-Everett Highway, rivals that on I-5 and I-405. The stretch of highway that runs through Mill Creek is packed with 13,000 to 29,000 vehicles a day.

A \$10 million project should fix that.



Traffic on the Bothell-Everett Highway through Mill Creek backs up daily, morning and night. Tree removal began recently to prepare for a highway widening that starts in April. (Click photo to enlarge)

"We designed it to meet the traffic demands that will be there in 20 years," said Jeff Lundstrom, project design engineer for the state Department of Transportation.

Construction is expected to begin by April 21 at the latest, said Dawn McIntosh, project manager for the department. Workers from Tristate Construction Co. will widen the two-lane roadway to five lanes, including an additional lane in each direction and a turn lane in the center.

The to-do list includes left-turn lanes at intersections, bicycle lanes and sidewalks on both sides of the roadway, a new signal at 153rd Street SE, and signage and lighting along the entire stretch, McIntosh said.

Plans are to complete the widening with minimal disruption to traffic, she said. Only one nighttime detour is planned. Other than that, a barrier will separate construction crews from traffic, McIntosh said.

The \$10 million in estimated construction costs are the same as last year.

"As far as costs going up, we've been very fortunate due to the downturn in the economy," Lundstrom said. Bids for the project came in "at or below what they were a year ago."

A groundbreaking ceremony is scheduled for 1 p.m. April 17 at the intersection of 153rd Street SE and Highway 527.

This time last year, construction was ready to begin when officials learned they would have to delay it a year because of budget constraints. Sound walls went up, but that was it.

Local residents mostly seem happy the work is finally being done.

Charlie Gibbons, a Mill Creek business owner, said the project is "definitely long overdue." Traffic problems have harmed businesses, he added.

Selma Bonham, a retired geologist living in Mill Creek, said she supports the project but hated to see some trees cut down. PUD workers conducted a tree removal recently near the Mill Creek Library to prepare for the Highway 527 widening.

"I hate to see the natural environment destroyed to widen the road, but it just seems necessary," Bonham said.

Edmonds

Lynnwood / Mountlake Terrace

Mill Creek

Shoreline / Lake Forest Park

Published: Friday, April 25, 2003

Digging it

Officials break ground on Highway 527 widening

By Jana Hill

Mill Creek Enterprise editor

Wielding gold shovels and yellow hard hats, Mill Creek's leaders and officials from the state Department of Transportation christened the project residents and commuters have been anxiously awaiting for more than a year.

Mill Creek and state officials joined on April 17 at the future entrance to Mill Creek's Town Center at Highway 527 and 153rd Street SE to dig ceremonial shovels full of soil from land that will be transformed into additional lanes on the Bothell-Everett Highway.

The project will expand the highway to five lanes between 164th Street SE and 132nd Street, adding sidewalks, bicycle lanes, lighting and signage, and a new signal at 153rd Street SE, marking the entrance to the city's new Town Center.

"This is a great day for Mill Creek," said Mill Creek Mayor Terry Ryan to about 40 people, including officials from the state, City Council, Mill Creek Business Association and Snohomish County Council.

Ryan said the project was important to the Mill Creek community, as it would spur economic development.

Plans are to complete the widening with minimal disruption to traffic. One nighttime detour is planned for electrical work for a signaling at the 164th Street intersection. A barrier will separate workers from traffic during construction.

The project will improve traffic flow and safety on a busy stretch of Highway 527. Additional work for the same purpose should not be needed until 2025. State officials say the project will be complete some time in late 2004.

"In the mean time, there'll be a lot of activity," said Ron Paananen, Assistant Regional Administrator for the DOT Northwest Region.

Most of the \$10 million budgeted for the project – \$9.1 million – will fund construction work by Tristate Construction, with the remaining amount funding state inspections, MacIntosh said.

The \$10 million comes from multiple sources, including federal Transportation Improvement Board funds. Work began with the PUD's tree removal along the highway.

Presently, Tristate Construction is installing erosion control and detention ponds for the project, said Dawn MacIntosh, state construction project manager.

Work started last summer with construction of decorative soundwalls. The wall design was a result of partnerships between the state and city. The state's intention last year was to finish the project, widening lanes then.

Because of state budget concerns, work stopped at the soundwalls. This year, city officials were relieved to hear the project would be moving ahead.

Jill Marilley, former city public works director/city engineer and currently a Mill Creek resident, was given a certificate for her work on the project. Marilley is now the city engineer for Shoreline.

"Mill Creek is extraordinary and this is going to make it even more so," said Marilley, who spent three years on the project. She said she envisions, "a much more peaceful way to move a lot of traffic through."

Bob Stowe, Mill Creek City Manager, said, "This has been a project that has been a very important project for Mill Creek."

The Highway 527 widening has been a top priority in Mill Creek for the last six years, Stowe said. Other top projects include the Mill Creek Town Center and community center.

The Highway 527 widening is "a project that's going to significantly impact the commerce in our area. Our local businesses are depending on the success" of the project, Stowe said.

He added that another benefit for the Mill Creek community is in the quality of life aspect that the widening will bring as people spend less time in traffic.

Lorena Eng, regional administrator for WSDOT, said the Legislature is very busy right now, otherwise Rep. John Lovick, D-Mill Creek, would have been present for the event.

"I saw Lovick and he said 'you will build that project,'" she said.

As city and state officials celebrated the beginning of the Highway 527 widening, Lovick was working on the "last leg" of the Highway 527 widening. The state's transportation plan includes \$25 million in funds to widen the highway from 132nd St. at the northernmost end of Mill Creek, to 112th St. at Safeway in Everett.

Lovick said he was happy to see the project start, but added "I'm just disappointed it didn't come sooner."

MAY 7, 2003

The Mukilteo BEACON

Your Hometown Gateway to the Web

State plays 'red light, green light' with city By Rebecca Carr

One dream came to an end Monday while another got a transfusion when the Mukilteo City Council voted 5-2 to hand back a \$1.2 million Transportation Improvement Board (TIB) grant earmarked for the 121st Street extension project.

In exchange, the city will accept a consolation prize of a \$200,000 grant for the long-awaited traffic signal at the Harbour Pointe Shopping Centre.

"I'm dumbfounded," 21st District Legislative Rep. Brian Sullivan said. "I don't understand why they would give up on such an important safety project."

Sullivan said his office, as well as Sen. Maria Cantwell's staff, spent countless hours working with the various entities.

The problem with the 121st Street grant is that there's a clock attached, and if the city doesn't show significant progress on its plans by June 30, it must hand back the money. And, it must decide whether to accept the smaller offer on the table by April 30, or it loses out on that, too.

"We think this is a fair and reasonable alternative given the probable outcome that the 121st Street project will not be approved," City Administrator Rich Leahy told the council Monday. "It certainly makes sense from our standpoint (to accept the lower offer)."

"I had no idea this was going on," Sullivan said. "The city didn't ask me to work with TIB for an extension. This is a real critical project, and if we don't try to hold on to the grant, it might never get funded."

While the state's counter offer was clearly intended to sweeten the deal for Mukilteo, it nonetheless left a sour taste in the mouths of councilmembers.

"It burns me," said Council president Ken Kromann, who voted no. "The whole thing just stinks."

Kromann said he was concerned that once Mukilteo accepts the smaller deal, the 121st Street project will be forever out of reach. "I'm not ready to roll over," he said. "I mean, \$1.2 million for \$200,000? That's a shell game. The whole thing smells like a scam."

Some councilmembers were tempted, in fact, to hang on to the 121st Street funds until the state pried the money from their cold, dead fingers.

But as councilmember Cathy Reese pointed out, that could result in the city losing out on everything, including the partial funding for the traffic light.

In 1998, the city accepted the \$1.2 million grant from the TIB to construct the project, which would have re-routed frequently clogged up 121st Street behind US Bank, Windermere and surrounding businesses, hooking up with Harbour Pointe Boulevard South on the east side of the Speedway.

Since then, it's been a hard fought battle involving city officials, legislators, senators, and for one dedicated Mukilteo resident, a trip to Washington, D.C. to advocate in person.

"I just felt it was a very important safety issue for Mukilteo," Ken Walter said of paying his own way to D.C. to lobby for the project. "The whole community will wake up one day and realize they've lost quite a bit."

The deal breaker is a 4,000-square-foot buffer to the buffer to the Swanson Wetland, a manmade wetland bank built by Paine Field Airport to compensate for negative impacts on other area wetlands.

Despite the city's proposal to replace more than 11,000 square feet of wetland — nearly triple the original area — the Corps said it didn't wish to set that kind of precedent.

"It's safe to say they aren't going to approve the project said. "If they were going to, they would have years ago."

Since 1998, there have been numerous studies of the area the city has repeatedly requested approval for the project. "They (the Corps) have their collective heads in some other places," councilmember Eileen Hinds said.

Walter said the Corps advocated an alternate plan, which have extended 121st Street across SR-525, connecting Harbour Pointe Boulevard on the west side.

The city didn't like that plan, partly because it would cost millions, but also because it would require relocating a few businesses on the west side.

"On one side, the Corps won't do what the city wants, but also won't go the Corps' route," Walter said. "Both have heads down, and it's the community that loses."

But even if the Corps and the Swanson Wetland Mitigation committee somehow came through, Leahy said the county to offer to pay its fair share of the project.

In fact, councilmember Reese said, since the grants came through, the county has dragged its feet even more.

The city also must give up \$400,000 in Boeing mitigation but it hopes to have that money redirected somewhere in the area.

"There's a lot of money at stake here," Kromann said. "But doggone it, we're getting the shaft while everyone else gets theirs."

"The developer was supposed to pay for that traffic light, not the city," Walter said. "But the city is now getting something out of the detriment of the community."

Sullivan said he will meet with TIB officials Thursday morning to see about options for extending the grant.

The Mukilteo BEACON

Your Hometown Gateway to the Web

Wednesday, May 14, 2003

121st Street extension - a rosy path, or a dead end road?

By Rebecca Carr

Reports of the death of the 121st Street extension project have been greatly exaggerated. Just how many machines it's hooked up to, keeping it alive, is another matter.

Many elements must fall into place, from approval of outside agencies to several funding sources remaining at the table.

"I'm very hopeful," 21st District Legislative Rep. Brian Sullivan said. "This is an important public safety issue for Harbour Pointe as well as helping keep Boeing in the area."

Despite handing back a \$1.2 million Transportation Improvement Board (TIB) grant last month, city officials continue to lobby the Army Corps of Engineers for its approval of the project. They hope to have an answer this week.

"I'm still waiting for a response to my letters to the Corps and the Swanson Wetland Mitigation Committee," Public Works Director Tom Hansen said. "We are still asking them whether they'll let us encroach on the buffer to the wetland."

If they can resolve the wetland issues, Hansen said the city would reapply for the TIB grant.

If so, most players - including those who hold the purse strings - give Mukilteo strong odds for approval this year. Given the project's high rating in the past, TIB Executive Director Stevan Gorcester said he expects it to rate "in the money" in the future as long as it's a viable project.

"There isn't a line that Mukilteo is now at the back of," Gorcester said. "The application cycle starts in June, and all the projects are rated against the criteria - each is given a priority score, and we go down the list until we're out of funds."

While the TIB grant would pay a significant portion of the cost, it doesn't cover all of it.

"The bottom line is, we'll be starting over on funding for a vital safety project that had a pot of \$2 million," Sullivan said. "It took us 10 years to get this far, how long will it take to get it all back

again?"

Sullivan said he was concerned about \$400,000 in Boeing mitigation funds originally earmarked for the 121st Street project.

"I applied for that money when I was the mayor of Mukilteo," he said. "What happens to those funds now? That's a question for the city of Mukilteo."

But there's confusion at city hall over whether the money has been returned or not.

"We haven't officially given back the Boeing money," Hansen said. "And there's no timeline on it that I'm aware of."

"We were told by the city that the Boeing money is gone," Councilmember Cathy Reese said. "That makes us \$400,000 short, so the matching money from the county will need to be bigger."

That doesn't put it out of reach, though, Reese said. "Nothing is impossible if you get all the players to the table."

As to Boeing committing those funds to another local project, Hansen responded that he wasn't privy to any conversations indicating that.

But there's no question that it all rides upon the decision of the Army Corps of Engineers and the Swanson Wetland Mitigation Bank committee.

"There are a lot of issues to review before we can make a determination," Corps environmental analyst Gail Terzi said. "There are obvious issues with precedence - they want to revise a legally binding agreement (the wetland mitigation bank) just four years after they made the agreement."

Sullivan is optimistic the agencies can reach an agreement; city elected officials are somewhat dubious.

"Maybe I'm just pessimistic and don't have much faith after all the foot-dragging by the Corps and the committee," City Council president Ken Kromann said.

"Whether we're 'leaning' one way or another isn't relevant," Terzi said. "No decision is made until the colonel signs the dotted line." "That certainly is a step up from 'hell no,'" Sullivan said. "The stars, the moon, Venus were lining up, it was coming together and somebody said they didn't want to do it."

Both Kromann and Sullivan are concerned with any message the city may have sent the Corps by giving up the grant and accepting the smaller offer of \$200,000 toward the traffic signal in front of the Harbour Pointe Shopping Centre.

"I feared that our rolling over on the TIB grant would signal the Corps that we aren't serious about 121st Street," Kromann said.

"When I was a kid, my brother would offer to give me a shiny new nickel in exchange for my ugly, wrinkled old dollar bill," Sullivan said. "That's what this sounds like."

"Some people have characterized this project as a trade, some have said Mukilteo made a bad deal," Gorcester said. "I don't consider this a trade at all - we're a major funder of the SR 525 widening project, and this made it possible to do something we couldn't have afforded otherwise."

TIB's only concern, Gorcester said, was having its funding sitting unused while other more viable projects wait on hold. While the deadline normally is 10 months, Mukilteo held the grant for five years without taking action.

"If they (the Corps) do give a belated approval, I think we should move swiftly to seek new grants," Kromann said. "I don't think it would be too late to retain the Boeing mitigation money. I know there's a timeline on using it or losing it, but I don't know for sure where we are on that timeline."

Local News



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Published: Friday, May 9, 2003

Highway 9's missing link Snohomish County opens a new east-west connection to I-5

By Victor Balta
Herald Writer

They say the shortest distance between two points is a straight line.

Today, many people whose trips take them between I-5 and Highway 9 will finally learn what that means.

The Cathcart Way corridor opens today, providing a much-needed connection between east and west Snohomish County. Barriers that have kept the new road off limits for several months will be removed after a ribbon-cutting ceremony at 11 a.m.

Before the opening of the new corridor, a 12-mile gap existed – from the U.S. 2 trestle to the north and 196th Street SE/Filbert Way to the south – with no way to get directly from Highway 9 to I-5.

"We've been waiting for that road for the longest time," said Skip Tile, who has lived in the Cathcart area since 1970. "I love it."

While there are other ways to get from Highway 9 to I-5, they involve weaving through two-lane roads.

"This will be straight through, with no detours through Seattle Hill (Road) or Highway 96," Tile said. "There's a lot of foolhardy speeders and blind hills there."

Construction on the \$23.55 million project – which included widening 132nd Street SE, east of Seattle Hill Road – began in 2000. Beyond the 132nd Street SE widening, a new 1.4-mile strip of road was added between 69th Avenue SE and Highway 9.

The new section features two lanes in each direction, a center-turn lane, bike lanes, enclosed drainage, planter strips, sidewalks and lighting.

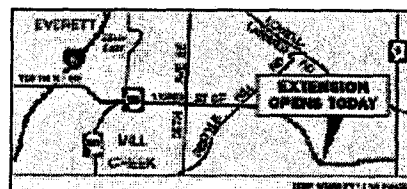
The project was funded mostly by money Snohomish County received from a statewide gas-tax increase in 1990 (\$14.55 million), as well as the state Transportation Improvement Board (\$4.8 million), area home developers (\$3.2 million) and the state



The Cathcart Way corridor opens today, providing a much-needed connection between east and west Snohomish County along 132nd Street SE.

Photo by Dan Bates/The Herald

[click photo to enlarge]



The I-5 to Highway 9 extension opens today

Getting to Highway 9

I-5 to Highway 9 connections in Snohomish County

Department of Transportation (\$1 million).

Tile, a retired Public Utility District employee, said that while he tries to shop locally, the new road will cut a half-hour off his occasional trips west toward Mill Creek.

"They've got a bunch of oddball stuff over there that I need sometimes, but I can't get it here," he said, adding that the trip will now be less than 10 minutes.

Tony Summers of Snohomish is thankful for the new road for a different reason. Summers, who runs a landscape equipment store in Clearview, knows it will boost his business with new customers coming from the west side of the county.

"Before, they had to go all the way down the hill (to the U.S. 2 trestle) and come back up (Highway 9)," he said. "Now, they can take this road, make a right, and here I am. Come on in."

Residents of new housing developments along Cathcart Way also will benefit.

"This new corridor offers accessible transportation to services, shopping and job centers that is attractive for families who want to put down roots and become active participants in the community," said Matt Farris, president of Stafford Homes, which is building homes in the area.

"Home buyers are interested in the tranquil lifestyle that Snohomish County offers, and they need a reasonable commute to their jobs as well as convenient access to the services and shopping available in Mill Creek."

Steve Thomsen, a Snohomish County engineer and a resident of the city of Snohomish, said he's looking forward to taking the new road.

"It gives you a choice," Thomsen said. "Ultimately, that's what we do in transportation -- give people more than one way to get to their destination."

He won't be the only one choosing the new route.

An estimated 12,000 to 16,000 trips will be made across the new road each day.

While the project gives Snohomish County motorists a new option in getting from east to west, Thomsen said Highway 9 still needs improvements to help traffic flow.

Peter Hahn, Snohomish County public works director, hopes the widening of Highway 9 is high on the state's priority list when it comes time to dole out money from a new transportation tax package that could go before voters this fall.

Highway 9 "needs to be more than a two-lane road," Hahn said. "In this county, Interstate 5 and SR 9 are a pair. The system has to be balanced, and it's not balanced as long as SR 9 continues to be a two-lane road."

- **Stanwood:** Stanwood-Bryant Road
- **Arlington:** Highway 530, Highway 531
- **Marysville:** Highway 528
- **Everett:** U.S. 2 (trestle), Lowell-Larim Road, Snohomish River Road
- **Mill Creek:** Highway 96 (128th Street SE), Seattle Hill Road, Cathcart Way
- **Bothell:** Highway 524 (196th Street SE/Filbert Way)

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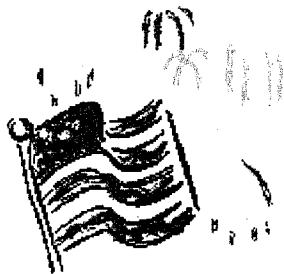
- Hole hits bottom
- Street parking dispute quieted
- Operation liberty
- Man suspected of pulling gun on other driver
- Sound Transit talks continue

Reporter Victor Balta: 425-339-3455 or vbalta@heraldnet.com.

The Reflector

The Newspaper With Integrity

May 7-13, 2003 -- Battle Ground, Clark County, Washington



Those Who Serve!

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About 65 people attended a groundbreaking ceremony May 1, marking the construction of W Main St. in Battle Ground. Deputy mayor Bill Cress used a shovel of dirt while, from left, state legislators Joe Zarelli and Tom Pierce of the state Department of Transportation, council member Ed Barnes and George Cress of the Transportation Improvement Fund.



The Reflector's website is updated weekly on Tuesdays or Wednesdays.

THE REFLECTOR

May 7, 2003

WEST MAIN STREET OVERHAUL BEGINS MAY 7

Heidi Wallenborn, news director

Fasten those seatbelts, its going to be a bumpy year in Battle Ground.

Construction on the West Main Street improvement project begins May 7, and will be complete in November or December, depending on weather.

The culmination of four years of work by city staff, area developers and state and regional transportation officials celebrated May 1 with a shovel turning ceremony attended by Transportation Improvement Board executive director Stevan Gorcester, state representatives Ed Orcutt and Tom Mielke, state Department of Transportation officials and city council member Bill Crego.

About 65 people attended the groundbreaking event including state representative Don Benton, Clark County commissioner Betty Sue Morris, other city council members and staff and county auditor Greg Kimsey.

Nutter Corporation was awarded the \$5.2 million construction bid April 21 by city council members.

The project will widen W Main St. from two lanes to five lanes including medians and a center turn lane from Lewisville Mini Storage on the west end to near McDonald's on the east. Newer traffic signals, bicycle lanes and sidewalks on both sides of the highway will be constructed, as well as landscaping along the entire corridor, and an intersection improvement at NW 20th Ave.

State Department of Transportation officials will oversee the work along with city engineering staff. Construction will take place weekdays during daylight hours, with some night-time work scheduled for intersection improvements.

One lane of traffic will remain open in each direction during construction, however, delays are expected and motorists are encouraged to use alternative routes.

Most driveways and parking lots inside the project area will be maintained during the project, and businesses notified of driveway closures before they occur. Sandwich board signs will direct patrons to access area businesses.

Advance warning signs and electronic message boards will alert motorists of traffic impacts throughout construction. Current traffic information is available at 342-5077.

Construction will stop during holidays and during Harvest Days the third weekend in July. The one-mile, \$8.5 million project is funded by the city, Transportation Improvement Board, state Department of Transportation, Southwest Washington Regional Transportation Council/Federal Highway Administration, C-Tran, and developer contributions and fees.

For more information about the project during construction, contact Amy Schwartz, state Department of Transportation, at 360-905-2058 or Rob Charles, assistant city engineer at 342-5070.

| | | Total | Q1 | Q2 | Q3 | Q4 |
|---|--|-------|-----------------------|-----|------|----|
| 1) Which of the TIB's service areas have you had contact with in the past year? | | | Not Applicable | | | |
| Engineering Staff | | 86.7% | | 90% | 80% | |
| Finance Staff | | 33.3% | | 33% | 40% | |
| Executive Director | | 33.3% | | 43% | | |
| 2) Overall, to what extent is the TIB staff customer service oriented? | | | | | | |
| Very | | 90.0% | | 86% | 100% | |
| Between V and M | | | | | | |
| Moderately | | 6.7% | | 10% | | |
| Between M and NA | | | | | | |
| Not at all | | | | | | |
| No opinion | | 3.3% | | 5% | | |
| 3) How would you rate the quality of the information TIB provides to your agency? By quality, we mean that the information is accurate, objective, trustworthy, and credible. | | | | | | |
| Very | | 73.3% | | 71% | 60% | |
| Between V and M | | 23.3% | | 24% | 40% | |
| Moderately | | | | | | |
| Between M and NA | | | | | | |
| Not at all | | | | | | |
| No opinion | | 3.3% | | 5% | | |
| 4) What additional programs or services could the TIB provide that would be useful to you? (Circle all that apply) | | | | | | |
| More or better training on how to develop a grant application | | 13.3% | | 5% | 20% | |
| More or better training on project development requirements | | 33.3% | | 33% | 20% | |
| New programs, type: median city program (5,000 - 22,500 pop.); ADA compliance; Pavement Maintenance similar to defunct WSDOT Small Cities Pavement Preservation Program. Newstreets is step in right direction; development related; newstreets program; more money | | 16.7% | | 24% | | |
| Greater web presence/more types of materials available on the web | | 13.3% | | 19% | | |
| More/quicker information | | | | | | |
| Clearer policy and guidelines | | 6.7% | | 10% | | |
| Already offer all you need | | 10.0% | | | 40% | |
| Do not know/not sure | | 20.0% | | 24% | 20% | |
| Other: user-friendly matrix from project approval to closeout; federal and arterial designation lookup on web; technical assistance for community revitalization projects; more available \$ would be nice; more detailed info on scoring project apps; more funding from Leg. for local projects; more funding; ask the taxpayers what they need | | 23.3% | | 33% | | |

| | Total | Q1 | Q2 | Q3 | Q4 |
|---|--|----------------|--|---|----|
| 5) Think back to how you would have rated the TIB a year ago. Is your overall satisfaction today higher, lower or about the same as twelve months ago? Higher Between H and S About the same Between S and L Lower No opinion | 23.3% 26.7% 40.0% 10.0% | Not Applicable | 19% 29% 43% 10% | 40% 20% 20% 20% | |
| 6) What specifically has the TIB done over the past year that has changed your level of satisfaction (Circle all that apply)? Internet/electronic availability of information or forms Funding Workshops Program improvements Timely informative responses Website improvements Better communication Other: level of understanding of difficult project circumstances; combined TPP/AIP app; consistent good service; simplified or reduced the administrative processes; JoAnn Schueler gave us awesome assistance; the personableness and friendliness of the staff | 53.3% 13.3% 6.7% 26.7% 30.0% 10.0% 20.0% | Not Applicable | 57% 19% 10% 29% 38% 5% 14% | 40% 40% 40% 40% 60% | |
| 7) In the past year, have you favorably discussed TIB's programs or service with an elected official or member of your agency's management? Yes No | 86.7% 10.0% | Not Applicable | 81% 14% | 100% | |
| 8) How aware is your mayor or chief executive of TIB and its programs? Very Between V and S Somewhat Between S and NA Not aware No opinion | 36.7% 20.0% 30.0% 10.0% | Not Applicable | 43% 24% 24% 5% | 20% 20% 40% 20% | |
| 9) Which type of functional area are you in? Accounting/Finance Planning/Community Development Grants administration Engineering/Public Works Elected Office Executive Management | 6.7% 6.7% 6.7% 66.7% 3.3% 10.0% | Not Applicable | 10% 10% 67% 5% 10% | 40% 60% | |

| Total | | Q1 | Q2 | Q3 | Q4 |
|---|-------|-----------------------|-----|------|----|
| 10) What is your agency or organization? | | Not Applicable | | | |
| City/Town | 73.3% | | | | |
| County | 6.7% | | | | |
| Consultant | 16.7% | | | | |
| Other state agency | | | | | |
| 11) If you represent a local government, what is the population of your community? | | | | | |
| 1- 500 | 10.0% | | 10% | 20% | |
| 501-2500 | 6.7% | | 5% | 20% | |
| 2,501-5,000 | 16.7% | | 14% | 20% | |
| 5,001-10,000 | 6.7% | | 5% | 20% | |
| 10,001-50,000 | 20.0% | | 19% | | |
| 50,000+ | 33.3% | | 38% | 20% | |
| 12) If you represent a local government, in what county are you located? King; Snohomish; Kittitas; various; Grays Harbor; Pierce; Thurston; Lewis; Cowlitz; Whitman; Whatcom; Klickitat; Benton; Lincoln; Chelan; Clallam; Skagit; Kitsap | | | | | |
| 13) How often do you have contact with the TIB? Contact is defined as requesting information from the TIB or providing information or data to the TIB. | | | | | |
| Weekly | 6.7% | | | 20% | |
| Monthly | 53.3% | | 57% | 20% | |
| Quarterly | 26.7% | | 29% | 40% | |
| Biannually | 6.7% | | 10% | | |
| Annually | 6.7% | | 5% | 20% | |
| 14) When was your most recent contact with TIB? | | | | | |
| Past week? | 53.3% | | 38% | 100% | |
| Past month? | 26.7% | | 38% | | |
| Past quarter? | 16.7% | | 19% | | |
| Past six months? | | | | | |
| Past year? | | | | | |
| 15) How often do you access TIB's website? | | | | | |
| Weekly? | 13.3% | | 14% | 20% | |
| Monthly? | 53.3% | | 62% | 20% | |
| Quarterly? | 20.0% | | 19% | | |
| Yearly? | 6.7% | | | 40% | |

16) What type of information would you like added to TIB's website? Web access to projects; increase web updates; more detailed info on scoring in order to assess project viability; current TIB arterial lists; more info about De-Tea process; scores of projects not selected; can't think of anything at this time - all info and tools needed to administer TIB grants is pretty much there one only needs to take time to explore it

17) Additional Comments:

Only thoughts I have would be to create a web-based matrix that allows folks to track their project selection by TIB, through required documentation (coordinate LAG manual), construction and substantial completion.

I have the pleasure of working with Omar Meyhar and Greg Armstrong for the past few years and value their hard work and service. TIB is a very "customer" oriented organization. Many thanks!

It would be very beneficial if the TIB held training courses on the forms that local agencies must prepare - such as prospecti, UCE's, etc.

I appreciate the TIB staff's willingness to meet to discuss projects and their potential success as grant applications. I also appreciate the straightforward grant application format.

Thanks for all you do.

My experience dealing with TIB staff extends over 10 years and has always been positive. However, I have noticed that in the last two years customer services and communication efforts have dramatically improved. I truly appreciate all TIB's efforts to streamline the grant management process, and in particular I appreciate JoAnn Schuler's commitment to high quality customer service.

TIB is the best source of transportation funding for local governments. Staff is very helpful, efficient and professional. The Legislature should not absorb TIB into WSDOT or other agency. We wish all state and federal agencies were even half as responsive and efficient as the TIB.

The TIB Staff for Pierce County is absolutely the greatest! I administer both the federal and TIB grant programs for the City of Tacoma and I can not fully express how much I prefer TIB grants over federal. TIB is continually striving to make it easier

Mike Polodna has made my job much easier. He should be given a raise.

TIB has typically always been very responsive and informative over the past few years. We consider the TIB to be one of the most efficient agencies that we work with.



Financial Planning for the 2003-05 Biennium

May 30, 2003

BACKGROUND

At the September 2001 Meeting, the Board adopted Financial Guidelines that described how the Board would maintain a sustainable financial plan. TIB's financial planning process was broken down into the following four steps:

1. Forecast fund availability over a ten-year period
2. Maintain a system of projected financial statements that can be used to analyze the effects of the financial plan
3. Establish and maintain a system of controls governing the use of funds within the financial plan
4. Develop procedures for adjusting the plan if financial drivers change

Internal and external financial risk factors were accessed and would be considered when setting financial direction. The following internal and external risk factors were acknowledged:

| Internal Risk Factor | External Risk Factor |
|--|---|
| <ul style="list-style-type: none">• Project grant increases<ul style="list-style-type: none">◦ Administratively granted◦ Board granted• Programming in excess of projected revenue• Use of debt service | <ul style="list-style-type: none">• Inflation• Revenue diversion• Lower revenue projection• Program funding cycle cancellation |

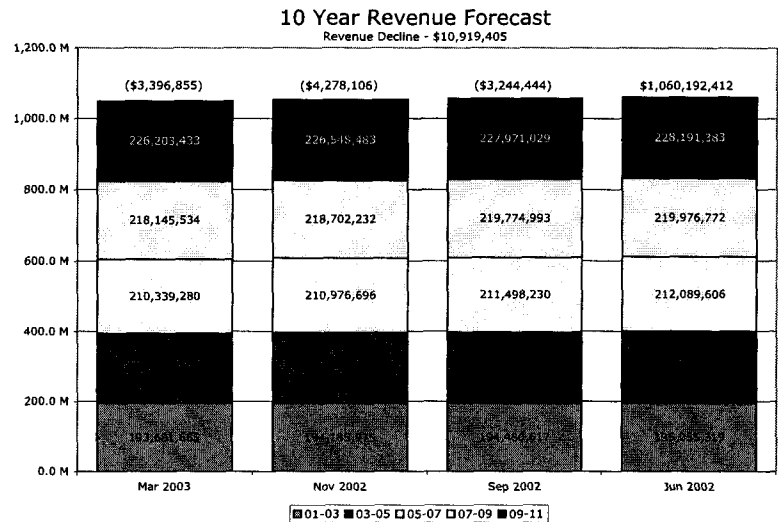
Financial performance guidelines were developed in the areas of:

- Cash management
- Use of bonds
- Investment choices (project calls)
- Program priorities, and
- Increases on projects

STATUS

2003-05 Funding and Expenditures

1. The March 2003 revenue forecast released by the Transportation Revenue Forecast Council shows a decline in TIB's Motor Vehicle Fuel Tax revenue of \$10.9 million over ten years from the forecast released in June 2002 (figure 1).
2. Expenditure models indicate grant payments slightly in excess of the 2003-05 appropriation and in the case of the TIA, slightly in excess of the cash flow (figure 2).
3. UATA bond debt service continues to decline. In 2003-05, UATA's bond debt service decreases by approximately \$6.1 million. The required withholding to meet the UATA's bond debt is reduced by \$250,000 to \$750,000 a month. TIA's bond debt service levels off at \$18.5 million once the remaining \$23.955 million in bond authority is utilized. \$10 million in TIA bonds will be sold in July 2003, with the remaining \$13.955 million anticipated to be sold in July 2004.



RECOMMENDATION

Strategies requiring legislative approval

- Consolidate accounts - Consolidating the Urban Arterial Trust Account and the Transportation Improvement Account would provide flexibility to shift funds between programs to meet short term financial demands.
- Actively pursue supplemental appropriation – If it is determined that unappropriated funds exist prior to the 2004 Legislative Session, a supplemental appropriation request should be developed.

Cash management

- Terms of payment - Revenue and obligations will be managed so that payments can be made within thirty days of receipt.
- Spending plans - At any given time during the biennium, if financial indicators show that the biennial appropriation may be exceeded, a spending plan strategy will be initiated. A spending plan may consist of any of the following strategies:
 - Pro-rata reimbursements – only a portion of an agency's reimbursement request will be paid.
 - Financial hardship – those agencies that can demonstrate a financial hardship will be reimbursed.

- Extended terms of payment – To ensure TIB's appropriation is not exceeded, payment terms may be extended beyond thirty days in cooperation with the local agency.
- Bond debt withholding – Reduce the amount of revenue withheld for bond debt service to closely match the bond debt service payment schedule.

Program Management

- Address delayed projects – Through the delayed project process and prudent project management techniques, identify projects that appear to be delayed. Projects that are delayed indefinitely should be withdrawn and encouraged to re-apply once the project is viable.
- Increases – Increases play a legitimate role in providing flexibility to respond to normal adjustments experienced in the life cycle of a project.
 - TIB prioritizes its ability to meet current obligations on all existing awards over increases for any given project.
 - Increases will be used strategically so there is no net increase in grant obligations.
 - Fund shifts will not be authorized without first considering the impact to existing appropriation and cash flow.
- Program sizes – Adopt conservative program sizes in those programs that will have the greatest financial impact on the 2003-05 biennium. Programs such as the Small City Program and the Pedestrian Safety and Mobility Program request funding over a relatively short period of time.

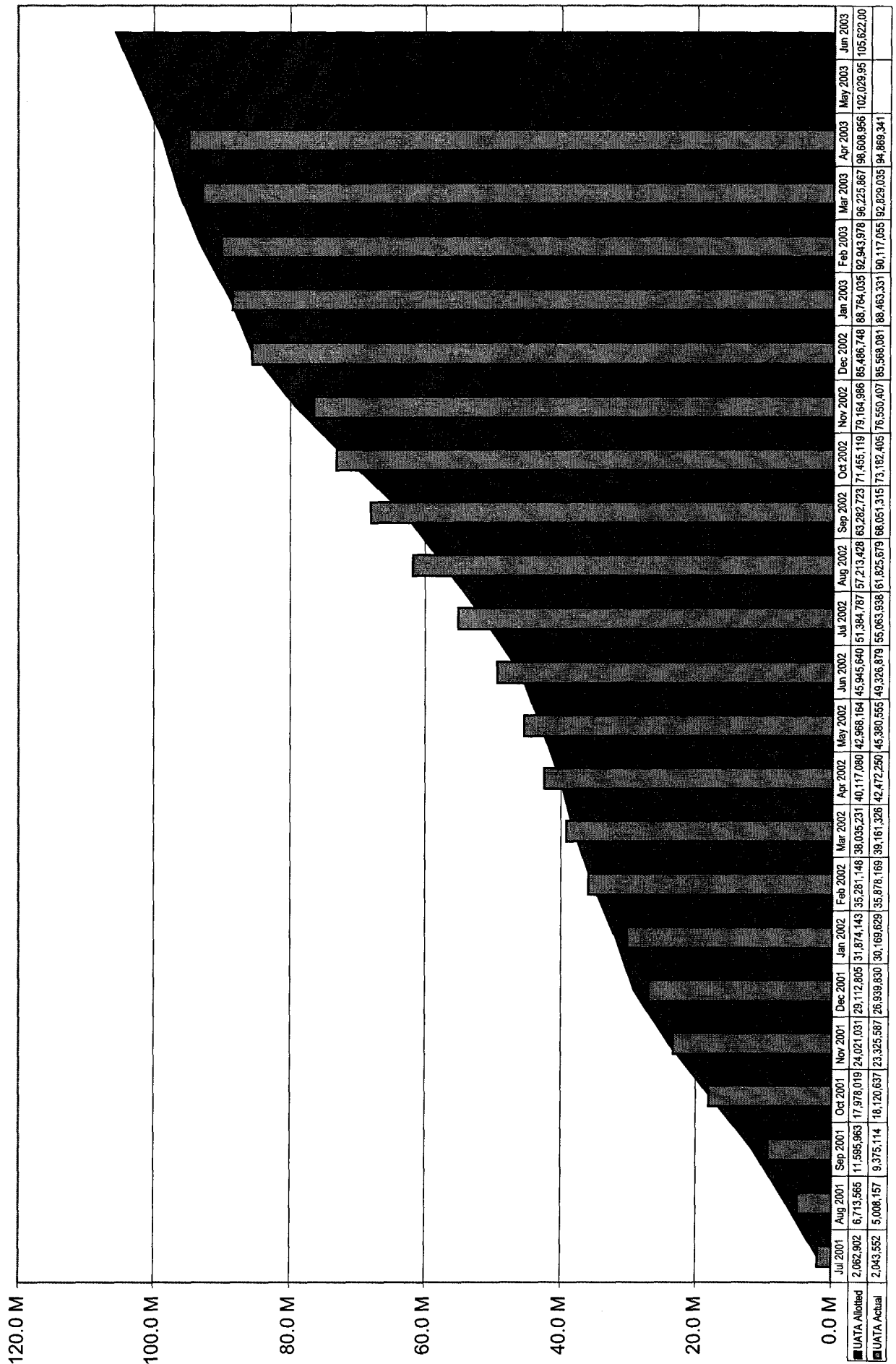
FINANCIAL STATUS

2001-2003 Biennium

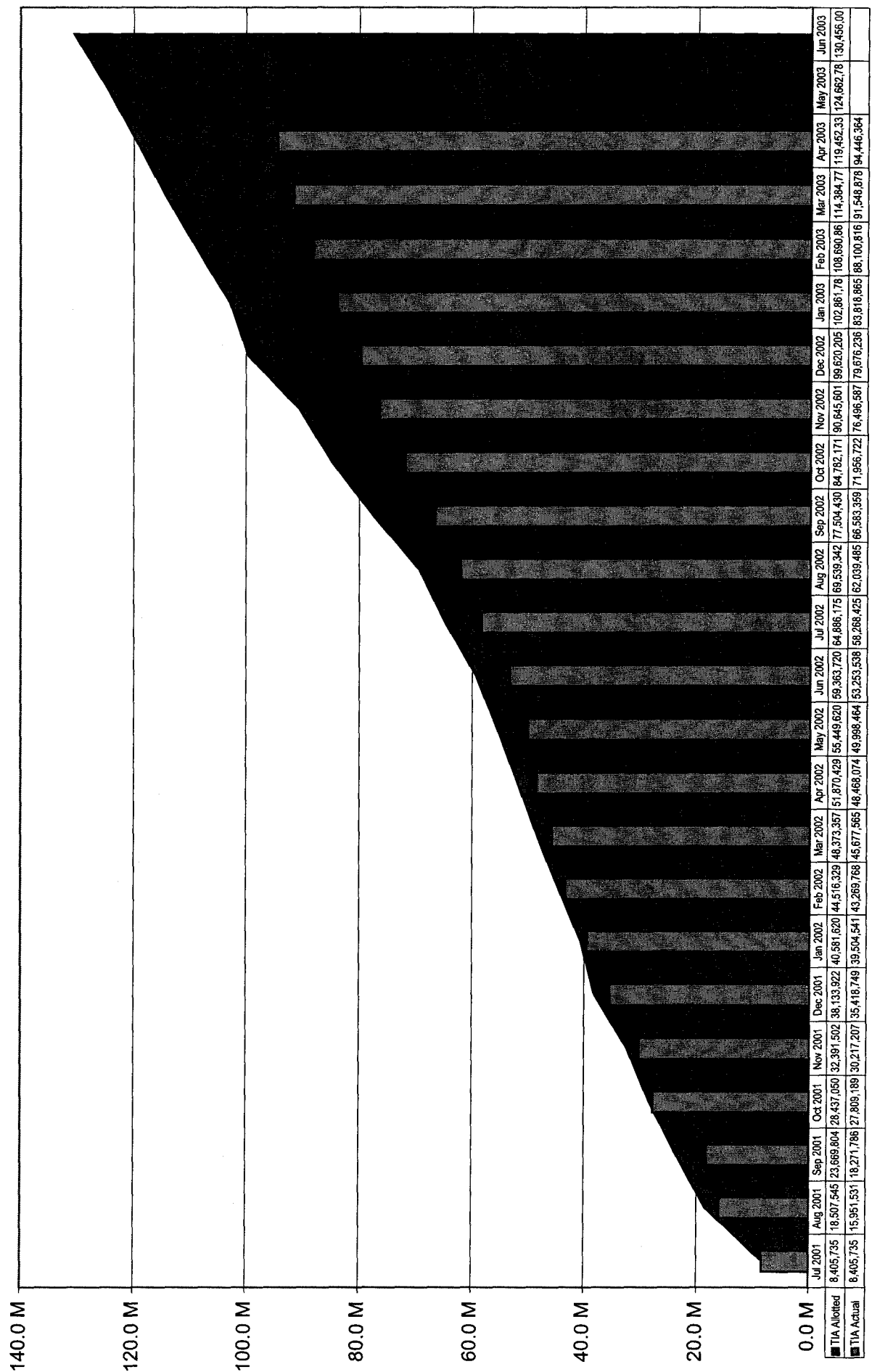
| Account | Expenditures | Appropriation | Appropriation Balance | Account Balance | Approved Funds Remaining |
|--|--------------------|--------------------|--------------------------|--------------------|-----------------------------|
| Arterial Improvement Program | 66,031,581 | | | | 64,522,887 |
| City Hardship Assistance Program | 732,428 | | | | 144,342 |
| Pedestrian Safety and Mobility Program | 8,889,986 | | | | 4,682,211 |
| Small City Program | 19,215,347 | | | | 11,295,171 |
| UATA TOTAL | 94,869,341 | 105,622,000 | 10,752,659 | 10,938,880 | 80,644,611 |
| Transportation Partnership Program | 94,446,364 | | | | 75,257,269 |
| TIA TOTAL | 94,446,364 | 130,456,000 | 36,009,636 | 9,887,967 | 75,257,269 |
| UATA | 1,370,769 | 1,561,354 | 190,585 | | |
| TIA | 1,370,158 | 1,560,330 | 190,172 | | |
| ADMINISTRATION | 2,740,928 | 3,121,684 | 380,756 | | |
| TOTAL | 192,056,633 | 239,199,684 | 47,143,051 | 20,826,847 | 155,901,880 |

| | |
|-----------------------------|------------------|
| A - Salary and Wages | 1,902,202 |
| B - Employee Benefits | 340,726 |
| E - Goods and Services | 390,086 |
| G - Travel | 107,915 |
| J - Capital Outlays | 0 |
| ADMINISTRATION TOTAL | 2,740,928 |

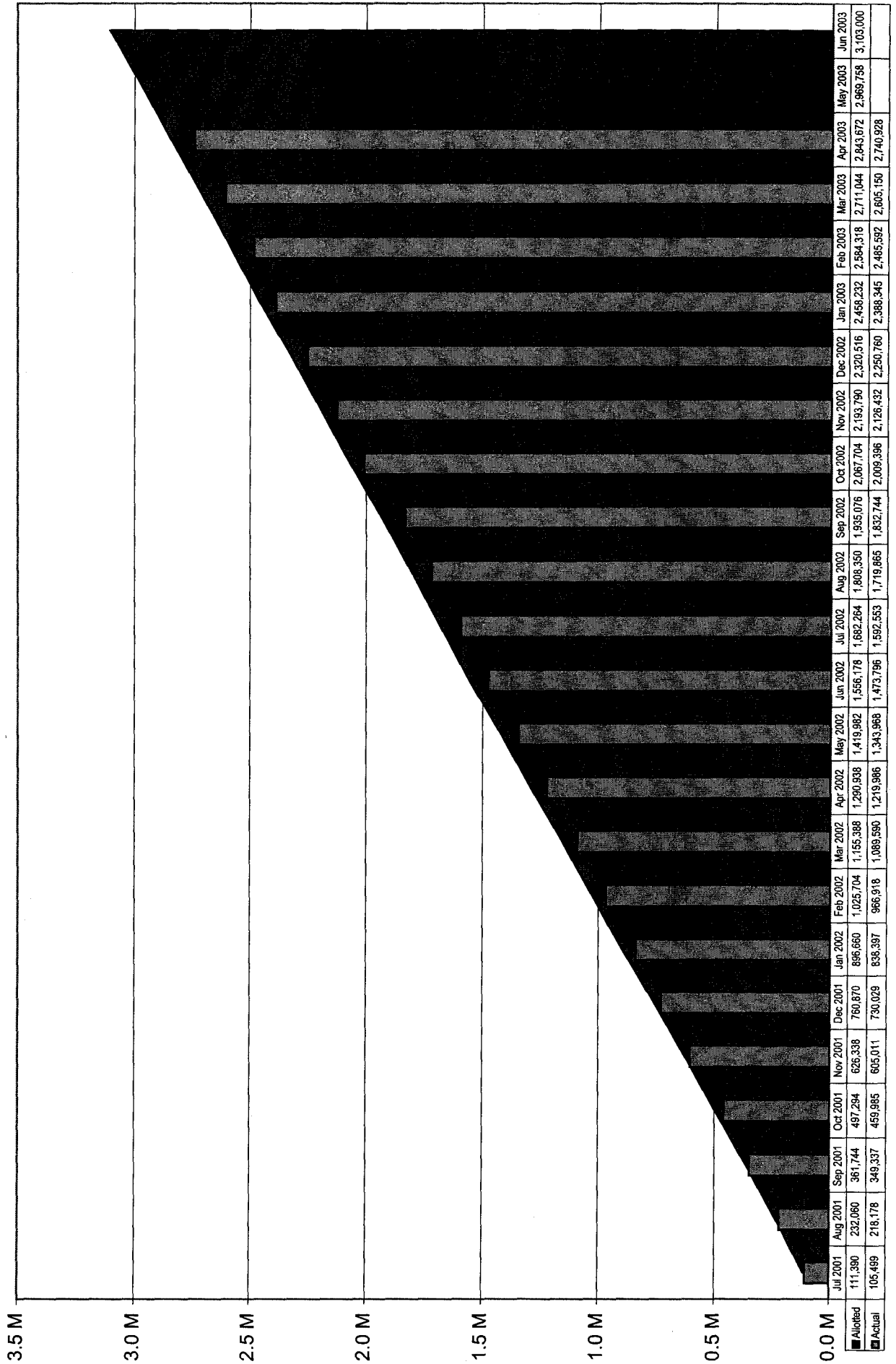
2001-03 Urban Arterial Trust Account (UATA) Allotted vs. Actuals



2001-03 Transportation Improvement Account (TIA)
 Transportation Partnership Program (TPP)
 Allotted vs. Actuals



2001-03 Administrative Expenditures Allotted vs. Actuals





Transportation Improvement Board *Project Actions*

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|--|--|---------|---------------------|-----------------------|------------------------|
| AIP Projects | | | | | |
| Actions by the Executive Director | | | | | |
| 8-2-830(001)-1 | BAINBRIDGE ISLAND Winslow Way Olympic Dr (SR305) to Ferncliff Ave | AIP | Contract Completion | 342,926 | 0 |
| 8-1-136(003)-1 | BONNEY LAKE Old Sumner-Buckley Hwy Church Lake Road & Locust Intersections | AIP | Bid Award | 467,500 | 0 |
| 8-2-159(009)-1 | BURLINGTON Greenleaf Avenue Spruce St to Anacortes St | AIP | Audit | 407,903 | 0 |
| 8-2-159(010)-1 | BURLINGTON Rio Vista Ave Skagit St to Section St | AIP | Construction | 432,102 | 0 |
| 8-5-006(025)-1 | CLARK COUNTY SE Mill Plain Boulevard I-205 NB Ramp to SE Chkalov | AIP | Audit | 182,716 | 0 |
| 8-5-006(028)-1 | CLARK COUNTY NW 99th Street NW Lakeshore Dr to NW 21st Avenue | AIP | Audit | 815,629 | 0 |
| 8-5-006(035)-1 | CLARK COUNTY NE Covington Road (Construction Only) NE 102nd Avenue to NE 76th Street | AIP | Construction | 2,232,120 | 0 |
| 8-3-161(005)-1 | EAST WENATCHEE Valley Mall Parkway Turn Lane Grant Road to 4th Street NE | AIP | Bid Award | 438,000 | 65,700 |
| 8-3-161(006)-1 | EAST WENATCHEE 8th Street NE N Grover Ave to N Kentucky Ave | AIP | Construction | 1,235,800 | 0 |
| 8-3-164(001)-1 | EPHRATA East Division Street K & L St Alleyway to Airport Terminal | AIP | Audit | 1,154,219 | 0 |
| 8-3-164(002)-1 | EPHRATA Southeast Blvd D St E to SR 282 | AIP | Audit | 1,100,327 | 0 |
| 8-1-138(033)-1 | EVERETT Evergreen Way 41st Street to 47th Street | AIP | Construction | 1,273,500 | 0 |



Transportation Improvement Board *Project Actions*

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|----------------|---|---------|---------------|-----------------------|------------------------|
| 8-1-113(005)-1 | FEDERAL WAY Pac Hwy S HOV Lanes Stage II (Construction Only) South 324th St to South 340th St | AIP | Construction | 2,547,033 | 0 |
| 8-1-113(005)-2 | FEDERAL WAY Pac Hwy S HOV Lanes Stage II (Construction Only) South 324th St to South 340th St | AIP | Bid Award | 678,038 | 0 |
| 8-1-113(006)-1 | FEDERAL WAY S 288th St/Military Rd S SR 99 ~ Military Rd to S 304th St ~ S Star lake Rd | AIP | Bid Award | 1,201,270 | 0 |
| 8-2-985(004)-1 | FERNDAL Main St Labounty Rd to Third St | AIP | Construction | 1,236,000 | 0 |
| 8-1-134(011)-1 | FIFE Pacific Highway East Alexander Ave to Port of Tacoma Road | AIP | Design | 39,086 | 0 |
| 8-4-183(001)-1 | GRANDVIEW Wine Country Rd (Construction Only) Euclid Rd to Avenue B | AIP | Bid Award | 793,041 | -623,423 |
| 8-1-106(026)-1 | KENT Meeker St Washington Ave to 64th Ave S | AIP | Audit | 946,842 | -3,158 |
| 8-1-106(028)-1 | KENT Central Ave N George St to Smith St | AIP | Construction | 924,000 | 0 |
| 8-1-017(069)-1 | KING COUNTY Coal Creek Pkwy/Duvall Ave, Phase 3 Renton C/L to Newcastle C/L | AIP | Design | 899,944 | 0 |
| 8-1-111(014)-1 | KIRKLAND Juanita Dr NE 98th Ave NE to West City Limits | AIP | Audit | 1,472,609 | 0 |
| 8-2-155(007)-1 | MOUNT VERNON Kincaid Street 3rd Street to I-5 | AIP | Audit | 446,083 | 0 |
| 8-5-195(013)-1 | OLYMPIA Fones Road SE (Design and ROW only) Pacific Avenue to 18th Avenue | AIP | Design | 790,320 | 0 |
| 8-2-158(007)-1 | POULSBO Finn Hill Road Viking Ave to SR 3 Off Ramp | AIP | Bid Award | 743,400 | 0 |



Transportation Improvement Board *Project Actions*

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|----------------|---|---------|---------------|-----------------------|------------------------|
| 8-1-129(015)-1 | PUYALLUP East Pioneer Way 2nd St SE/3rd St SE to 17th St SE | AIP | Construction | 1,334,300 | 0 |
| 8-1-107(018)-1 | REDMOND 150th Avenue NE NE 40th Street to NE 42nd Street | AIP | Audit | 189,270 | 0 |
| 8-1-102(029)-1 | RENTON Main Avenue South Grady Way to South 3rd Street | AIP | Audit | 3,019,629 | -1,120 |
| 8-1-121(001)-1 | SEATAC South 188th Street International Blvd to Airport Tunnel | AIP | Audit | 407,314 | 0 |
| 8-1-121(002)-1 | SEATAC Des Moines Memorial Drive South 188th Street to South 194th Street | AIP | Audit | 895,116 | 0 |
| 8-1-031(007)-1 | SNOHOMISH COUNTY 148th St SW SR99 to 52nd Ave W | AIP | Bid Award | 1,694,920 | 0 |
| 8-1-031(011)-1 | SNOHOMISH COUNTY 39th Ave Realignment (Construction Only) SR-524 Intersection | AIP | Construction | 1,001,491 | 0 |
| 8-3-032(057)-1 | SPOKANE COUNTY 16th Avenue Evergreen to Sullivan Road | AIP | Construction | 1,114,377 | 0 |
| 8-3-032(058)-1 | SPOKANE COUNTY Mission Ave Evergreen Rd to Sullivan Rd | AIP | Construction | 2,419,345 | -1 |
| 8-3-032(061)-1 | SPOKANE COUNTY Market Street Lincoln Rd to Hawthorne Rd | AIP | Design | 384,000 | 0 |
| 8-1-128(083)-1 | TACOMA South Alaska Street South 38th Street to South 56th Street | AIP | Construction | 2,808,800 | 0 |
| 8-5-196(016)-1 | TUMWATER Old Highway 99 Signal Henderson Boulevard | AIP | Design | 36,000 | 0 |
| 8-4-176(020)-1 | WALLA WALLA Second Avenue SR 12 to Birch Street | AIP | Audit | 1,115,699 | -11,905 |



Transportation Improvement Board **Project Actions**

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|----------------|---|---------|---------------------|-----------------------|------------------------|
| 8-4-176(020)-2 | WALLA WALLA Second Avenue Birch Street to Tietan Street | AIP | Audit | 565,247 | 0 |
| 8-4-036(015)-1 | WALLA WALLA COUNTY Gose St Wallula Avenue to SR 12 | AIP | Audit | 845,456 | 0 |
| 8-3-160(018)-1 | WENATCHEE Ninth Street Miller to Elliot to Poplar to Western | AIP | Contract Completion | 1,031,823 | 59,696 |
| 8-3-160(020)-1 | WENATCHEE Orchard Street Miller Street to Western Avenue | AIP | Contract Completion | 1,282,323 | 0 |
| 8-3-160(022)-1 | WENATCHEE Columbia Street Thurston to Kittitas | AIP | Design | 72,500 | 0 |
| 8-4-172(002)-1 | WEST RICHLAND 62nd Ave/62nd Place Gray St to SR 224 | AIP | Audit | 305,402 | 14,402 |
| 8-4-172(004)-1 | WEST RICHLAND Bombing Range Road (Phase VI) Chukar Drive to Blue Heron Blvd | AIP | Audit | 333,381 | 0 |
| 8-4-172(009)-1 | WEST RICHLAND SR 224 Bombing Range Rd Intersection | AIP | Design | 63,495 | 0 |
| 8-4-039(018)-1 | YAKIMA COUNTY Tieton Drive South 72nd Avenue to South 96th Avenue | AIP | Construction | 1,859,900 | -1 |

| | |
|--|-----------------|
| Executive Director Change Total | -499,810 |
|--|-----------------|

| | |
|-------------------------|-----------------|
| AIP Change Total | -499,810 |
|-------------------------|-----------------|

CHAP Projects

Actions by the Executive Director

| | | | | | |
|----------------|-----------------------------------|------|-------|---------|---|
| 7-5-188(003)-2 | KELSO Old SR 5 Slide Area A | CHAP | Audit | 535,764 | 0 |
| 7-5-188(003)-3 | KELSO Old SR 5 Slide Area A | CHAP | Audit | 13,918 | 0 |



Transportation Improvement Board *Project Actions*

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|--|---|---------|---------------------|-----------------------|------------------------|
| 7-5-188(005)-1 | KELSO Coweeman River Bridge Tipped Rockers | CHAP | Audit | 78,237 | 0 |
| 7-5-963(001)-1 | NAPAVINE Old SR 603 S of SW Lincoln to 8th Ave W | CHAP | Audit | 6,145 | 0 |
| 7-5-963(002)-1 | NAPAVINE Winlock-Napavine Hwy - Old SR 603 South City Limits to W 8th Ave | CHAP | Audit | 383,941 | 0 |
| 7-1-823(004)-1 | STANWOOD Pioneer Highway Improvements Bridge Replacement at Cedarhome Drive | CHAP | Contract Completion | 681,916 | 87,560 |
| 7-5-186(002)-1 | WASHOUGAL 15th Street (Old SR 140) SR 14 to E Street | CHAP | Audit | 223,807 | 0 |
| Executive Director Change Total | | | | | 87,560 |
| CHAP Change Total | | | | | 87,560 |

PSMP Projects

Actions by the Executive Director

| | | | | | |
|----------------|---|------|---------------|---------|--------|
| P-E-002(P01)-1 | ASOTIN COUNTY Highland Ave 13th St to 15th St | PSMP | Design | 15,000 | 0 |
| P-W-156(P01)-1 | BELLINGHAM Electric Ave Bloedel-Donovan Park to Alabama St | PSMP | Audit | 117,184 | -2,816 |
| P-P-800(P01)-1 | BLACK DIAMOND Baker St/Morgan St Second Ave to Abrahms | PSMP | Construction | 100,000 | 0 |
| 8-1-114(P03)-1 | BOTHELL 102nd Avenue NE E Riverside Drive to Main Street | PSMP | Audit | 100,000 | 0 |
| 6-P-808(P07)-1 | BUCKLEY Naches St Park St to Main Ave | PSMP | Final Voucher | 59,016 | -6,966 |
| 8-5-193(P11)-1 | CHEHALIS 20th Street & Salsbury Street Market Street to 21st Street | PSMP | Audit | 100,000 | 0 |



Transportation Improvement Board **Project Actions**

All TIB Funding Programs
From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|----------------|--|---------|---------------------|-----------------------|------------------------|
| 8-5-006(P29)-1 | CLARK COUNTY NE 137th Avenue Walkway NE 76th Street to 4th Plain (SR 500) | PSMP | Audit | 59,958 | 0 |
| 6-E-908(P02)-1 | COLTON Fountain St/Union St Line Street to Broadway | PSMP | Audit | 89,069 | -400 |
| P-E-856(P04)-1 | COULEE CITY Walnut St & Sixth St 4th to 8th to Walnut to Main | PSMP | Bid Award | 118,792 | 26,167 |
| P-E-856(P05)-1 | COULEE CITY Main Street 3rd St to Adams St | PSMP | Bid Award | 62,279 | 7,464 |
| 6-P-802(P03)-1 | DUVALL Main St NE Ring to NE Valley | PSMP | Bid Award | 81,938 | 3,854 |
| P-P-106(P01)-1 | KENT Washington Ave West Harrison St to James St | PSMP | Audit | 148,400 | 0 |
| P-P-017(P01)-1 | KING COUNTY 12 Ave SW Phase II SW 116 St to SW 107 St | PSMP | Contract Completion | 171,271 | 0 |
| 8-1-140(P16)-1 | LYNNWOOD 52nd Avenue West Pedestrian Improvements 169th Street SW to 166th Street West | PSMP | Audit | 58,080 | 0 |
| P-P-140(P01)-1 | LYNNWOOD 208th St SW 60th Ave W to SR 99 | PSMP | Audit | 59,518 | 0 |
| P-E-891(P02)-1 | METALINE FALLS Fifth Ave/Grand View/Fourth/Park Washington to Third | PSMP | Construction | 100,000 | 0 |
| P-P-132(P01)-1 | MILTON Milton Way Porter Way to 11th Ave | PSMP | Construction | 150,000 | 0 |
| P-W-961(P02)-1 | MORTON 7th Street/Westlake Avenue Main Avenue to 1st Street | PSMP | Design | 8,000 | 0 |
| P-W-962(P02)-1 | MOSSYROCK Williams Street State Street to Hope Street | PSMP | Audit | 92,648 | 0 |



Transportation Improvement Board *Project Actions*

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|----------------|--|---------|---------------------|-----------------------|------------------------|
| P-W-155(P01)-1 | MOUNT VERNON North LaVenture Rd Jacqueline Place to Kulshan Ave | PSMP | Audit | 65,506 | -892 |
| P-W-155(P02)-1 | MOUNT VERNON East Fir St Addison Place to North 30th St | PSMP | Audit | 118,846 | -4 |
| P-P-141(P01)-1 | MOUNTLAKE TERRACE 39th Ave 224th Street to 220th Street | PSMP | Audit | 17,000 | 0 |
| 6-E-944(P02)-1 | NACHES Naches Ave 3rd St to 4th St | PSMP | Audit | 9,487 | 0 |
| 6-W-958(P02)-1 | OAKVILLE Pine Street Sidewalk Murray Street to Oakville School | PSMP | Audit | 46,413 | 0 |
| 6-W-958(P03)-1 | OAKVILLE Main Street Park Street to Temple Street | PSMP | Audit | 95,921 | 0 |
| 9-W-151(P03)-1 | PORT TOWNSEND SR-20 Pedestrian Crossing Hendricks Street to Hancock Street | PSMP | Audit | 84,813 | 0 |
| P-E-171(P01)-1 | RICHLAND City-Wide Handicap Ramp Installation | PSMP | Final Voucher | 96,000 | 0 |
| 6-E-932(P02)-1 | ROSLYN First Street (State Highway 903) Idaho Avenue to Nevada Avenue | PSMP | Audit | 67,039 | 0 |
| 9-P-101(P15)-1 | SEATTLE SW Orchard St/Dumar Way SW 16th Ave SW to Delridge Way SW | PSMP | Audit | 32,391 | 0 |
| 9-P-101(P16)-1 | SEATTLE North 145th St Linden Ave N to Phinney Ave N | PSMP | Audit | 57,007 | 0 |
| 6-W-826(P03)-1 | SEQUIM Sequim Avenue Sidewalk Phase 1 W Hammond St to Hendrickson Road | PSMP | Audit | 77,743 | 0 |
| P-P-202(P01)-1 | SHORELINE 1st Ave NE on the West side NE 185th St to NE 192nd St | PSMP | Contract Completion | 119,480 | 0 |



Transportation Improvement Board *Project Actions*

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|----------------|--|---------|---------------------|-----------------------|------------------------|
| P-P-202(P02)-1 | SHORELINE North 175th St on the North side 15th Ave NE to YMCA | PSMP | Contract Completion | 52,000 | 0 |
| P-P-202(P04)-1 | SHORELINE North 175th St Meridian Ave N to Corliss Ave N | PSMP | Contract Completion | 69,221 | 0 |
| 9-E-032(P07)-1 | SPOKANE COUNTY West Valley/Glenrose Sidewalks | PSMP | Contract Completion | 38,999 | 0 |
| P-E-874(P02)-1 | SPRAGUE F Street First St to Fifth St | PSMP | Construction | 54,269 | 0 |
| 6-P-823(P05)-1 | STANWOOD 272nd St NW 72nd Ave NW to 600' west | PSMP | Contract Completion | 73,800 | 0 |
| 9-P-128(P14)-1 | TACOMA N Orchard St Sidewalks N 21st Street to N 30th Street | PSMP | Audit | 87,228 | 0 |
| 9-P-128(P15)-1 | TACOMA South 19th Street Sidewalks S Bennett St to S Vassault St | PSMP | Audit | 51,295 | 0 |
| P-W-965(P02)-1 | TOLEDO Maple Street 5th Street to 6th Street | PSMP | Bid Award | 45,990 | 0 |
| P-E-172(P01)-1 | WEST RICHLAND 38th Ave SR 224 (Van Giesen) to Grant St | PSMP | Final Voucher | 56,569 | 0 |
| P-W-968(P04)-1 | WINLOCK East Walnut Street (SR-505) Second Street to Cedar Creek Drive | PSMP | Design | 9,653 | 0 |
| P-W-951(P04)-1 | YACOLT East Yacolt Road North Ankeny Avenue to Town Limits | PSMP | Construction | 54,625 | 0 |
| 8-4-039(P17)-1 | YAKIMA COUNTY 41st Street South Mountainview Avenue to Kroum Road | PSMP | Contract Completion | 57,000 | -7 |
| 6-W-978(P04)-1 | YELM East Yelm Avenue (SR 507) 2nd Street to 3rd Street | PSMP | Bid Award | 56,440 | 0 |



Transportation Improvement Board *Project Actions*

All TIB Funding Programs
From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|--|---|---------|---------------|-----------------------|------------------------|
| 6-E-947(P02)-1 | ZILLAH First Avenue Cemetery to Zillah W Rd | PSMP | Audit | 75,000 | 0 |
| 6-E-947(P04)-1 | ZILLAH First Ave Second St to Fifth St (north side) | PSMP | Audit | 75,000 | 0 |
| Executive Director Change Total | | | | | 26,400 |
| PSMP Change Total | | | | | 26,400 |

SCP Projects

Actions by the Executive Director

| | | | | | |
|----------------|--|-----|---------------------|---------|---------|
| 6-E-868(004)-1 | ALMIRA Main Street Division to East City Limits | SCP | Audit | 152,309 | 9,059 |
| 6-W-837(006)-1 | BLAINE 6th St D St to H St | SCP | Audit | 332,392 | -1,020 |
| 6-E-847(002)-1 | CASHMERE Cottage Ave Riverfront Dr to Maple | SCP | Final Voucher | 391,949 | -68,885 |
| 6-E-986(002)-1 | COLFAX Cedar Street 11th Street to Golf Course Clubhouse | SCP | Audit | 464,214 | 14,214 |
| 6-E-986(I03)-1 | COLFAX Cedar Street Pathway 6th Street Bridge to North City Limits | SCP | Contract Completion | 26,730 | 0 |
| 6-E-902(005)-1 | COLVILLE West First Ave Wynne St to Railroad St | SCP | Construction | 293,700 | 0 |
| 6-E-926(003)-1 | CONNELL Clark St N Fifth St to Cemetery Rd | SCP | Construction | 477,248 | 0 |
| 6-E-894(004)-1 | DEER PARK H St S Colville Ave to S Main St | SCP | Construction | 400,000 | 0 |
| 6-P-802(002)-1 | DUVALL Bruett Rd 3rd Pl Ave to 1500' east | SCP | Contract Completion | 554,259 | 29,259 |



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|----------------|---|---------|---------------------|-----------------------|------------------------|
| 6-W-955(007)-1 | ELMA Main Street 7th St to 12th St | SCP | Contract Completion | 487,874 | 41,606 |
| 6-E-909(102)-1 | ENDICOTT E Street Margin Street to East City Limits | SCP | Construction | 32,400 | -10,767 |
| 6-E-895(103)-1 | FAIRFIELD Ticknor Street SR 27 to McNeil | SCP | Bid Award | 53,974 | 7,803 |
| 6-P-819(001)-1 | GOLD BAR May Creek Road 1st Street to 3,450' Easterly | SCP | Audit | 608,818 | -6,084 |
| 6-P-819(003)-1 | GOLD BAR Lewis Ave First St to Fifth St | SCP | Audit | 291,158 | 0 |
| 6-P-820(001)-1 | GRANITE FALLS East Stanley St Granite Ave to Kentucky Ave | SCP | Bid Award | 468,609 | -31,391 |
| 6-E-912(001)-1 | LACROSSE Leslie Ave Third St to A St | SCP | Audit | 224,542 | 0 |
| 6-W-828(103)-1 | LANGLEY Anthes Avenue Walkway Second St to Sixth St | SCP | Design | 6,378 | 40,499 |
| 6-E-852(005)-1 | MANSFIELD Wall (Fifth) Avenue Main St to Railroad Ave | SCP | Bid Award | 734,925 | -108,526 |
| 6-E-862(001)-1 | MATTAWA Riverview/Saddle Mountain/Boundary Government to Government | SCP | Construction | 198,547 | 0 |
| 6-E-897(101)-1 | MEDICAL LAKE Lake Street Washington Street to Prentis Street | SCP | Audit | 54,812 | -5,899 |
| 6-E-928(001)-1 | MESA Manton Way May Avenue to Caldonia Avenue | SCP | Audit | 243,682 | -4,391 |
| 6-W-964(003)-1 | PE ELL 3rd Street Pe Ell Avenue to 4th Avenue | SCP | Contract Completion | 431,941 | -13,162 |



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|----------------|---|---------|---------------------|-----------------------|------------------------|
| 6-E-873(002)-1 | REARDAN Railroad Ave Lake St to Aspen St | SCP | Design | 10,450 | 0 |
| 6-E-855(001)-1 | REPUBLIC Clark Avenue 10th St to Klondike | SCP | Design | 35,000 | 0 |
| 6-E-845(001)-1 | RITZVILLE First Avenue (Phase 1) Division Street to Cascade Street | SCP | Audit | 427,994 | 4,072 |
| 6-E-853(I01)-1 | ROCK ISLAND Delaware Avenue Rock Island Drive to Saunders Avenue | SCP | Audit | 47,236 | -53 |
| 6-E-898(B01)-1 | ROCKFORD Mica Creek Bridge On First Street | SCP | Construction | 84,440 | 15,180 |
| 6-W-832(B02)-1 | SKAGIT COUNTY Main Street Baker River Bridge Rehab | SCP | Construction | 329,400 | 6,200 |
| 6-W-834(002)-1 | SKAGIT COUNTY Morris Street (Construction Only) East Town Limits to Swinomish Channel | SCP | Bid Award | 575,000 | 75,000 |
| 6-P-806(003)-1 | SNOQUALMIE Park Street Meadowbrook Way to City Park Entrance | SCP | Contract Completion | 304,123 | 41,845 |
| 6-E-918(003)-1 | ST. JOHN Front St (Hwy 23) MP 13.97 to MP 14.41 | SCP | Contract Completion | 213,827 | 15,981 |
| 6-P-824(001)-1 | SULTAN Fir Avenue 4th Street to 8th Street | SCP | Audit | 544,662 | -284 |
| 6-E-919(001)-1 | TEKOA Washington Street Poplar Street to Ross Street | SCP | Audit | 188,878 | -2,997 |
| 6-E-885(I02)-1 | TONASKET SR 20/SR 97 Sidewalk SR 97 MP 314.91 to SR 20 MP 262.30 | SCP | Construction | 93,642 | 0 |
| 6-E-946(003)-1 | WAPATO Donald Road Track Road to North City Limits | SCP | Audit | 181,964 | 0 |



Transportation Improvement Board Project Actions

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|--|---|---------|---------------|-----------------------|------------------------|
| 6-E-946(I04)-1 | WAPATO Donald Road First Street to Track Road | SCP | Bid Award | 43,916 | 0 |
| 6-W-968(003)-1 | WINLOCK Byham Road/NW Dexter Avenue King Road to Tennessee Road | SCP | Design | 37,350 | 0 |
| 6-W-954(001)-1 | WOODLAND Bozarth Avenue Goerig Street to Fifth Street | SCP | Audit | 449,933 | 0 |
| 6-W-951(I02)-1 | YACOLT North Amboy Avenue Sidewalk West Yacolt Road to North City Limit | SCP | Audit | 15,354 | 0 |
| 6-W-978(003)-1 | YELM Edwards Street NW Yelm Avenue to Coates Street | SCP | Audit | 370,752 | 3,831 |
| 6-E-947(001)-1 | ZILLAH Cheyne Road 1st Avenue to North City Limits | SCP | Audit | 343,996 | -235,024 |
| Executive Director Change Total | | | | | -183,934 |
| SCP Change Total | | | | | -183,934 |

TPP Projects

Actions by the Executive Director

| | | | | | |
|----------------|---|-----|---------------------|-----------|---------|
| 9-P-817(002)-1 | ARLINGTON SR 9/Highland Drive Signalization Project | TPP | Contract Completion | 200,000 | 0 |
| 9-W-948(002)-1 | BATTLE GROUND SR 502 W City Limits to 8th Avenue | TPP | Bid Award | 3,244,242 | 128,322 |
| 9-P-031(003)-3 | BOTHELL 228th Street I-405 to 39th Avenue | TPP | Audit | 3,106,303 | 0 |
| 9-W-152(001)-3 | BREMERTON SR 3 / SR 304, Stage 3 Porter Street to Burwell Street | TPP | Audit | 666,632 | 0 |
| 9-E-168(002)-1 | CHENEY SR 904 Corridor Enhancement Project Mullinex Road to Cheney Plaza Road | TPP | Audit | 707,809 | 0 |



Transportation Improvement Board **Project Actions**

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|----------------|---|---------|---------------------|-----------------------|------------------------|
| 9-E-168(003)-1 | CHENEY Parkway Drive 330' East of SR 904 to N 6th Street | TPP | Contract Completion | 584,979 | 52,754 |
| 9-W-006(021)-1 | CLARK COUNTY NE 134th Street (Construction Only) Rockwell Road to WSU Entrance | TPP | Bid Award | 1,441,000 | 0 |
| 9-E-177(001)-1 | COLLEGE PLACE College Place Blvd/Mojonnier Road Mojonnier Road to SR 125 | TPP | Audit | 1,279,472 | -754 |
| 9-E-902(001)-1 | COLVILLE Garden Homes Drive Hawthorne Avenue to South City Limits | TPP | Audit | 169,788 | 0 |
| 9-P-112(002)-3 | DES MOINES Kent-Des Moines Road (Design Only) 16th Ave South to 24th Ave South | TPP | Audit | 114,100 | 0 |
| 9-P-113(004)-3 | DES MOINES Pacific Highway South (SR-99) Redevelopment South 216th Street to SR-516 | TPP | Construction | 4,961,100 | 533,700 |
| 9-P-138(002)-2 | EVERETT SR 525 / Paine Field Blvd SR 99 Interchange | TPP | Audit | 5,291,478 | 0 |
| 9-P-206(002)-1 | KENMORE Bothell Way (SR-522) 73rd Ave NE to East C/L | TPP | Design | 1,060,435 | 0 |
| 9-P-106(001)-1 | KENT 192/196/200 St Corridor W Valley Hwy to E Valley Hwy | TPP | Audit | 4,966,233 | 0 |
| 9-P-106(001)-2 | KENT 192/196/200 Street Corridor Stage 2 West Valley Highway to East Valley Highway | TPP | Audit | 1,293,051 | 0 |
| 9-P-106(001)-3 | KENT S 192nd/S 196th/S 200th Stage 3 West Valley Highway to East Valley Highway | TPP | Audit | 6,896,608 | 0 |
| 9-P-106(003)-1 | KENT 272nd/277th Streets Auburn Way North to Kent-Kangley Road | TPP | Audit | 829,152 | 1 |
| 9-P-106(003)-3 | KENT 272nd/277th Street Auburn Way N to 116th Avenue | TPP | Audit | 5,206,154 | 0 |



Transportation Improvement Board *Project Actions*

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|----------------|--|---------|---------------------|-----------------------|------------------------|
| 9-P-113(004)-4 | KENT Pacific Highway South SR-99 HOV Lanes SR-516 to South 252nd Street | TPP | Bid Award | 331,148 | 0 |
| 9-P-017(002)-1 | KING COUNTY 140th Place Southeast Pipeline Road to SR 169 | TPP | Audit | 885,536 | 0 |
| 9-P-017(006)-1 | KING COUNTY NE 124th Street 132nd Place NE to SR 202 | TPP | Contract Completion | 3,297,313 | 0 |
| 9-P-017(008)-1 | KING COUNTY Petrovitsky Road 143rd Ave SE to 151st Ave SE | TPP | Contract Completion | 909,315 | 0 |
| 9-P-017(018)-1 | KING COUNTY 228th Ave SE/NE, Phase 1 Issaquah Pine Lake Road to Inglewood Hill Road | TPP | Audit | 1,662,457 | 0 |
| 9-P-113(005)-5 | KING COUNTY Pacific Highway South (Design Only) South 272nd Street to South 284th Street | TPP | Audit | 300,000 | 0 |
| 9-P-031(006)-4 | MILL CREEK SR 527 164th St to 132nd St | TPP | Bid Award | 1,879,106 | 0 |
| 9-W-155(001)-1 | MOUNT VERNON Multi-Modal Transportation Center Downtown Mount Vernon | TPP | Construction | 1,300,500 | 0 |
| 9-E-881(001)-1 | OKANOGAN Oak Street Bridge Approach to Approach | TPP | Bid Award | 669,181 | 0 |
| 9-P-027(005)-1 | PIERCE COUNTY Canyon Road East 106th St East to 116th St East | TPP | Contract Completion | 2,717,603 | 0 |
| 9-P-027(008)-2 | PIERCE COUNTY Lake Tapps Parkway East - Stage 2 Drainage Outfall | TPP | Contract Completion | 1,564,000 | 40,784 |
| 9-P-027(I06)-1 | PIERCE COUNTY Spanaway Loop Road 14th Avenue South to Coffee Creek Vicinity | TPP | Audit | 72,283 | 0 |
| 9-P-107(006)-1 | REDMOND West Lake Sammamish Parkway NE NE 51st St to Marymoor Way | TPP | Construction | 3,049,018 | 0 |



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|----------------|--|---------|---------------|-----------------------|------------------------|
| 9-P-107(007)-1 | REDMOND 148th Avenue NE @ NE 40th Street 148th Avenue NE to NE 40th Street | TPP | Bid Award | 430,115 | 0 |
| 9-P-102(008)-1 | RENTON Downtown Transit Center Access Burnett Ave S. 2nd St to S. 4th St. | TPP | Audit | 246,558 | 0 |
| 9-P-102(010)-1 | RENTON Oakesdale Ave SW - Phase 2 SW 27th St to SW 31st St | TPP | Audit | 814,554 | -30,278 |
| 9-P-121(001)-1 | SEATAC S 28th/24th St (South Sea-Tac Access) S 188th Street to S 204th Street | TPP | Audit | 9,604,338 | 0 |
| 9-P-031(002)-5 | SNOHOMISH COUNTY 164th Street Spruce Way to Ash Way | TPP | Bid Award | 4,263,550 | 0 |
| 9-P-031(007)-4 | SNOHOMISH COUNTY 88th Street NE, Stage 4 BNRR Crossing to State Ave | TPP | Audit | 326,885 | 26,663 |
| 9-P-138(002)-1 | SNOHOMISH COUNTY SR 525 / Paine Field Blvd SR 99 to Harbor Pointe Blvd | TPP | Audit | 2,048,988 | 0 |
| 9-P-140(001)-1 | SNOHOMISH COUNTY 196th St SW/28th Av/I-5 I/C, Stage 1 (D & RW Only) 24th Avenue to I-405 | TPP | Audit | 3,464,200 | 0 |
| 9-P-140(001)-2 | SNOHOMISH COUNTY 196th St SW/28th Av/I-5 I/C (Design and R/W) I-405 to SR 527 | TPP | Audit | 3,439,800 | 0 |
| 9-E-176(002)-1 | WALLA WALLA Airport Way/Tausick/Alder SR 12 Intersection to Wilbur Ave | TPP | Audit | 2,062,717 | -96,127 |
| 9-E-176(002)-2 | WALLA WALLA Airport Road SR 12 Interchange | TPP | Audit | 1,349,811 | 8,239 |
| 9-E-180(001)-1 | YAKIMA Fair Avenue & I-82 Interchange Fair Ave and I-82 ramps | TPP | Audit | 9,268,974 | -18,923 |
| 9-E-180(001)-2 | YAKIMA E Yakima Avenue / I-82 Interchange SB I-82 off ramp | TPP | Audit | 2,372,114 | -167,325 |



Transportation Improvement Board
Project Actions

All TIB Funding Programs

From 03/01/2003 to 04/30/2003

| Project ID | Agency Project Description | Program | Current Phase | Approved TIB Funds | Change in TIB Funds |
|---------------------------------|--|---------|---------------|-----------------------|------------------------|
| 9-E-180(001)-3 | YAKIMA Yakima Gateway Stage 3 I-82 Interchange to City Arterials | TPP | Audit | 317,189 | 0 |
| Executive Director Change Total | | | | | 477,055 |
| TPP Change Total | | | | | 477,055 |
| Total Change | | | | | -92,729 |

Sidewalk Deviation Staff Review Arterial Improvement Program(AIP)

Board Meeting Date: May 30, 2003

| | | | |
|----------------|--|------------------|--------------|
| REGION | Puget Sound | FUNDING YEAR | FY 2004 |
| LEAD AGENCY | AUBURN | PROJECT LENGTH | 0.63 miles |
| PROJECT NUMBER | 8-1-105(031)-1 | FUNCT CLASS | Minor |
| PROJECT NAME | West Valley Hwy SR-18 N Peasley Canyon Rd to South City Limits | AADT | 29,786 |
| | | VE STUDY | Not Required |
| | | BID AWARD TARGET | Jul 2003 |

| Phase | TIB Funds | Local Funds | Total Cost |
|--------------|---------------------------------------|-------------|-------------|
| DESIGN | Funds to be approved for Design | 131,960 | 32,990 |
| | | | 164,950 |
| CONSTRUCTION | Funds to be approved for Right of Way | 100,320 | 25,080 |
| | | | 125,400 |
| | Funds estimated for Construction | 967,720 | 241,930 |
| | | 1,209,650 | 1,209,650 |
| TOTALS | \$1,200,000 | \$300,000 | \$1,500,000 |

| | | | |
|------------------|------|-------------------------|-------|
| NONELIGIBLE COST | \$ 0 | TIB REIMBURSEMENT RATIO | 80.0% |
|------------------|------|-------------------------|-------|

| | |
|-------------|------------------|
| LOCAL MATCH | AUBURN \$300,000 |
|-------------|------------------|

| EXISTING FACILITIES | This section of West Valley Highway serves a high volume of regional traffic because it completes the interchange between eastbound SR-18 to southbound SR-167 and northbound SR-167 to westbound SR-18. The existing roadway is in poor condition and has no pedestrian facilities. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|--|-------|----------------|-------|----------------|-------|------------|-------------------|-----------|--|---------|--|-----------|--------|-----------|--|---------|--|-----------|--------|---|--|---|--|---|--|----------------|--|----------------|--|----------------|
| PROJECT BENEFITS | This project will correct severely deteriorated pavement surface and provide safety improvements by seperating modes and improving traffic signals. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROPOSED WORK | This project will reconstruct the West Valley Highway between Peasley Canyon Road and the South City Limit. Other elements of the project include modification of the signal at 15th Street SW as well as interconnecting traffic signals between the westbound SR-18 off ramp and SW 15 th Street. In addition, a 12-foot separated non-motorized path along the east side of the roadway is proposed. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DISCUSSION | <p>The city anticipates no change in AIP Funds as shown below because of the requested deviation.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Phase</th> <th style="width: 10%;">TIB Funds</th> <th style="width: 10%;">80.0%</th> <th style="width: 10%;">Local Funds</th> <th style="width: 10%;">20.0%</th> <th style="width: 10%;">Total Cost</th> </tr> </thead> <tbody> <tr> <td>Project Selection</td> <td style="text-align: right;">1,200,000</td> <td></td> <td style="text-align: right;">300,000</td> <td></td> <td style="text-align: right;">1,500,000</td> </tr> <tr> <td>Design</td> <td style="text-align: right;">1,200,000</td> <td></td> <td style="text-align: right;">300,000</td> <td></td> <td style="text-align: right;">1,500,000</td> </tr> <tr> <td>Change</td> <td style="text-align: right;">0</td> <td></td> <td style="text-align: right;">0</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td></td> <td style="text-align: right;">0.0% No Change</td> <td></td> <td style="text-align: right;">0.0% No Change</td> <td></td> <td style="text-align: right;">0.0% No Change</td> </tr> </tbody> </table> <p>The city is requesting a deviation from TIB's urban sidewalk standard of constructing sidewalk along both sides of the roadway. The city is proposing the construction of a 12-foot non-motorized pathway along the east side of the roadway from Peasley Canyon Road to 15th Street SW for the following reasons:</p> | Phase | TIB Funds | 80.0% | Local Funds | 20.0% | Total Cost | Project Selection | 1,200,000 | | 300,000 | | 1,500,000 | Design | 1,200,000 | | 300,000 | | 1,500,000 | Change | 0 | | 0 | | 0 | | 0.0% No Change | | 0.0% No Change | | 0.0% No Change |
| Phase | TIB Funds | 80.0% | Local Funds | 20.0% | Total Cost | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Selection | 1,200,000 | | 300,000 | | 1,500,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Design | 1,200,000 | | 300,000 | | 1,500,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change | 0 | | 0 | | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 0.0% No Change | | 0.0% No Change | | 0.0% No Change | | | | | | | | | | | | | | | | | | | | | | | | | | |

There are few pedestrian generators within the project limit and limited developable land because of steep slopes on the west side and wetlands on the east side.

The cost associated with standard sidewalks is extremely high. The west side of the roadway has steep slopes that would require extensive excavation and the construction of a retaining wall. The east side would require relocation of an existing drainage ditch into an environmentally sensitive area. The cost of constructing the pedestrian facilities to TIB standard is estimated at \$1,641,000. In comparison, a 12-foot non-motorized trail along the east side of the arterial would cost approximately \$532,000.

The separated trail will provide for additional non-motorized safety, by separating motorized and non-motorized modes. This principal arterial serves as the connecting ramps for the interchange between SR-18 and SR-167 and has significant traffic volumes with traffic speeds consistently higher than 45 miles per hour.

This proposal eliminates delays associated with additional environmental reviews and additional facilities to meet stormwater detention requirements.

**STAFF
RECOMMENDATION**

Staff recommends approval of the sidewalk deviation to construct a 12-foot non-motorized pathway along the east side of the roadway.

**BOARD
ACTION**

Motion to approve the sidewalk deviation to construct a 12-foot non-motorized pathway along the east side of the roadway.

May 22, 2003

Mr. Greg Armstrong, P.E.
TIB Project Engineer
Washington State Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

RE: **Sidewalk Deviation Request**
West Valley Highway – Peasley Canyon to South City Limit
TIB Project No: 8-1-105(031)-1
Auburn Project No: C302A

Dear Mr. Armstrong:

The City of Auburn is requesting a deviation from the Transportation Improvement Board's Sidewalk Policy, TIB Policy *POL-808 Sidewalks*, for a portion of the above-referenced project. Rather than placing sidewalks on both sides of the roadway, the City is proposing the construction of a 12-foot wide non-motorized path along only the east side of the roadway for approximately 75% of the project length. As presented in the following sections of this request, this sidewalk deviation will result in equivalent pedestrian access and thoroughfare, improved pedestrian safety, reduction in right-of-way takes, and reduction in project costs.

Project Description

West Valley Highway is a principal arterial that travels the length of the Green River and White River valley bottom between Renton and Sumner. This project includes the portion of West Valley Highway from the Auburn city limit, north to Peasley Canyon Road, a distance of 0.63 miles. This roadway serves as the primary interchange between northbound SR167 and westbound SR18 and between eastbound SR18 and southbound SR167. It is a regionally significant route with traffic usually having no origin or destination in the City of Auburn. On the City of Auburn's Pavement Management System, this length of roadway rates as the worst arterial based on volume and roadway condition, and ranks highest in maintenance priority.

The project includes the following:

- Reconstruction of West Valley Highway from the intersection with Peasley Canyon Road south to 15th Street SW ($\pm 2,500$ feet)
- Half-street improvements, including sidewalks, along West Valley Highway from 15th Street SW south to the City limits (± 800 feet)
- Provide a new non-motorized path east of West Valley Highway from the intersection with Peasley Canyon Road south to 15th Street SW.

Throughout the project development and construction, work will be coordinated with the Washington State Department of Transportation, as they are completing West Valley Highway improvements immediately north of this project from Peasley Canyon Road north to the SR18 access ramps.

Current Corridor Zoning

The current zoning of the West Valley Highway project area is predominantly Heavy Commercial with a 650 lineal foot frontage section of Single Family Residential along the northwest area of the project. Development between Peasley Canyon Road and 15th Street SW has not occurred due to steep and environmentally sensitive slopes.

Existing Pedestrian Information

Pedestrian traffic within the project corridor is negligible due to the lack of pedestrian generating activities. However, at the north end of the project, at Peasley Canyon Road, there is a regional Park-and-Ride and a Heron Rookery located nearby that receives visitors throughout the year. Just east of SR167 lies the Auburn Supermall that has pedestrian facilities along 15th Street SW east of the limited access SR167 interchange. Other existing commercial uses of the area are located south of 15th Street SW and consist of individual businesses with on-site parking. North of 15th Street SW, there are currently no other land uses that result in pedestrian traffic.

The intersections at 15th Street SW and Peasley Canyon Road will be constructed to ADA standards so that pedestrians have the ability to safely cross the road. Due to limited land use within the corridor, these two key locations are sufficient to provide full pedestrian access to both sides of the road where needed.

TIB Policy POL-808 Requirements

TIB's policy requires that sidewalks be constructed on both sides of a roadway in urban areas. These sidewalks are to be a minimum of five feet wide and meet the requirements of the Americans with Disabilities Act. The City is requesting to eliminate this requirement for approximately 2,500 feet of the 3,300 feet project length. To mitigate the elimination of the sidewalk requirement, the City is proposing to construct a 12-foot wide non-motorized trail separated from the roadway. This trail will meet all ADA requirements and include pedestrian lighting for safety.

Rationale for Deviation Request

The grounds for the Sidewalk Deviation request are outlined in the following sections.

Pedestrian Safety

As previously identified, the section of West Valley Highway between Peasley Canyon Road and 15th Street SW serves as a completion of the State Highway interchange between SR167 and SR18. As such, this roadway has an Average Daily Traffic (ADT) of nearly 30,000, including heavy truck traffic, traveling at, or above, 45 miles per hour on a consistent basis. Accommodating pedestrians on a five-foot wide sidewalk immediately adjacent to this roadway would pose a pedestrian safety issue, and would detract from overall project quality.

Right-of-Way Acquisition

Currently, adequate right-of-way exists south of 15th Street SW to the City limit to implement sidewalk requirements. However, north of 15th Street SW, the existing roadway spans the entire right-of-way, necessitating acquisition for sidewalk improvements. Right-of-way will need to be acquired from two separate types of property owners, private citizens along the western side of the roadway and the City of Auburn Sewer Utility along the eastern side.

Acquisition of right-of-way from the City Sewer Utility is straightforward and can be accomplished within several months. However, right-of-way acquisition from private property owners can be an arduous and lengthy process, delaying the project and increasing the costs.

Site Constraints

West Valley Highway north of 15th Street SW has site constraints that significantly increase costs of roadside sidewalk construction. The roadway is located along the valley bottom at the base of the valley wall. As such, a steep undeveloped hillside lies immediately west of the road and the valley bottom lies to the east.

Placing a sidewalk along the western edge of the roadway would require either excavating into the adjacent hillside for construction of an eight to twenty foot tall retaining wall or relocating the roadway and right-of-way to the east. Immediately adjacent to the eastern side of the roadway there

is a 20 foot wide, 8 foot deep drainage ditch that receives runoff from the roadway. To construct roadway sidewalks, this ditch would require filling along with the construction of a new roadside ditch adjacent to the sidewalk. Overcoming these two constraints, steep slope and drainage ditch on opposite sides of the roadway, would increase project costs drastically should the sidewalk deviation not be granted.

Pedestrian Facility Costs

The cost associated with implementing standard sidewalks to meet TIB policy is prohibitively expensive at this time. As previously stated, the west side of the roadway has steep slopes that would require construction of a retaining wall to implement a sidewalk and the east side would require relocation of an existing drainage ditch into an environmentally sensitive area. The cost of full TIB standard pedestrian facilities is estimated at \$1,641,000. In comparison a 12-foot non-motorized trail on the east side of the arterial would cost approximately \$532,000.

Proposed Pedestrian Facilities

As previously presented, TIB policy requires that sidewalks be placed on both sides of the roadway for the West Valley Highway project. However, the City of Auburn has determined that the implementation of sidewalks on both sides between 15th Street SW and Peasley Canyon Road is not economically feasible due to pedestrian safety, right-of-way acquisition, site constraints, and pedestrian facility costs.

The proposed pedestrian facilities for the project can be divided into two distinct segments. The first segment is located between the Auburn city limit and 15th Street SW and will include pedestrian facilities on both sides of the roadway, meeting TIB policy. The second segment is located between 15th Street SW and Peasley Canyon Road and will utilize a 12-foot wide non-motorized trail for pedestrian movements.

Summary

Based on the information presented herein, we believe that a deviation from TIB Policy *POL-808 Sidewalks* is warranted for the West Valley Highway Reconstruction Project. The deviation requested will result in added pedestrian safety, a reduction in right-of-way takes, and a reduction in project costs while still providing a complete pedestrian link throughout the length of the project. We trust you will find that the proposal fully achieves the functional requirements for pedestrian access while keeping the project costs within reasonable levels.

Sincerely,

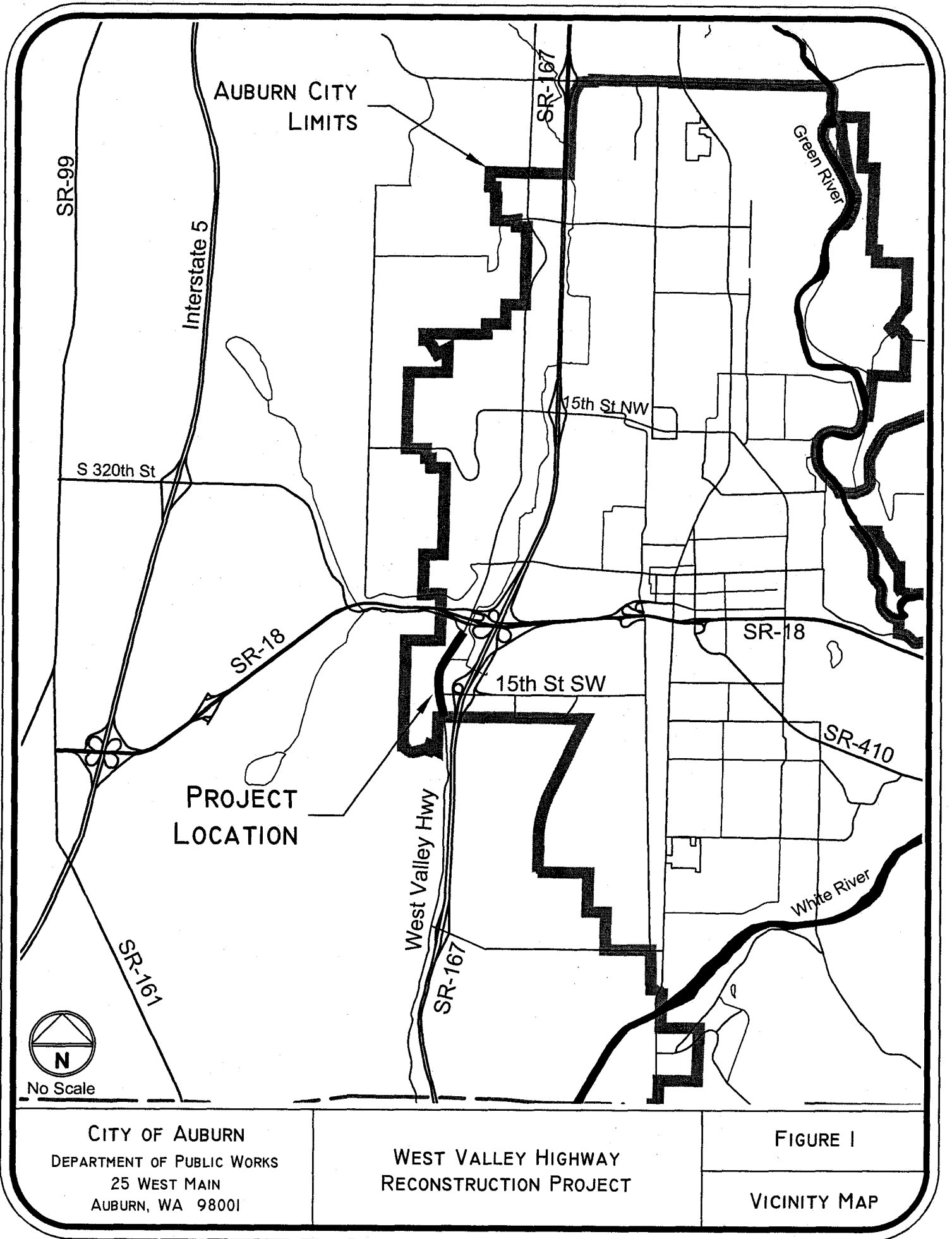


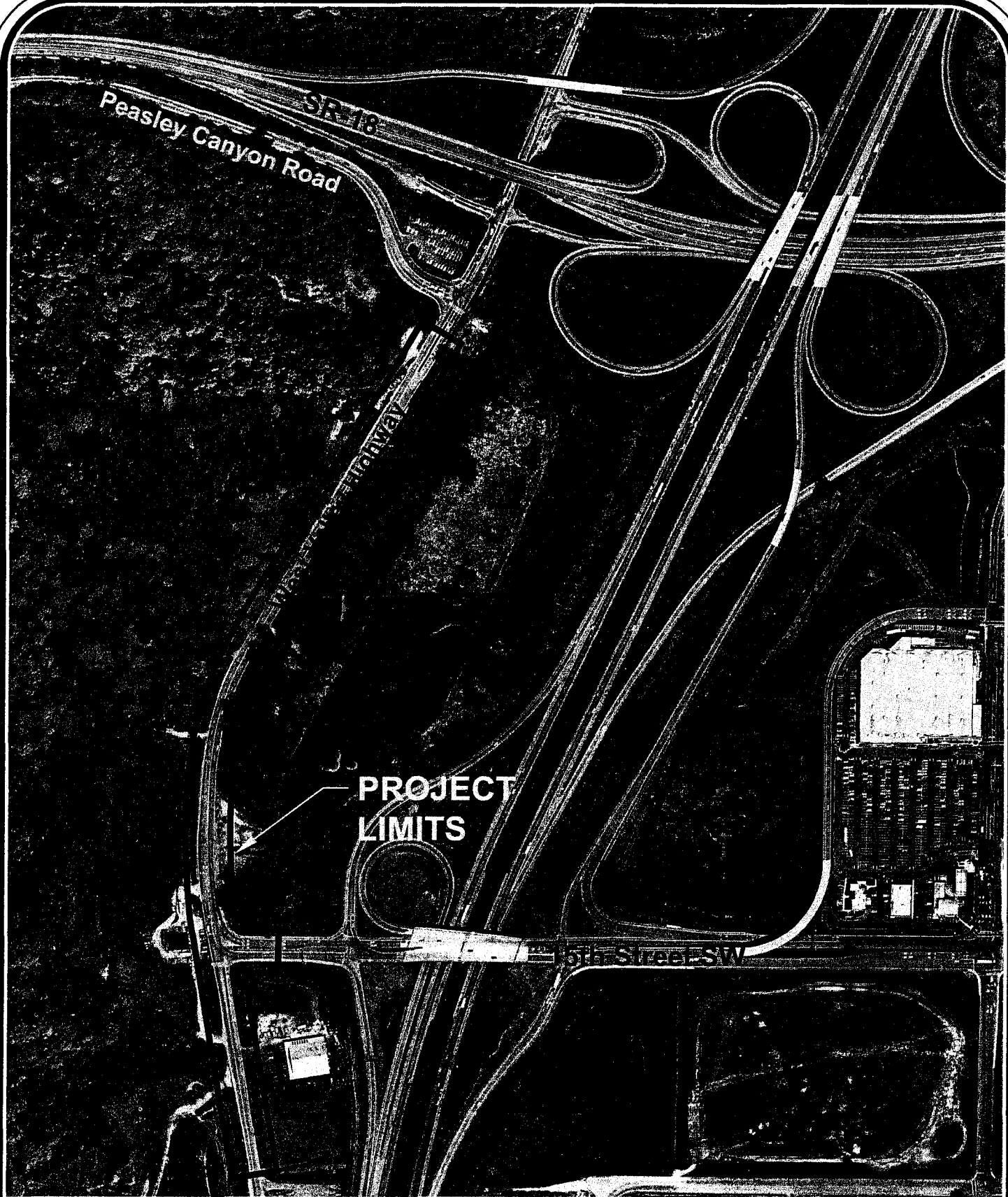
Dennis R. Dowdy, P.E.
Director
Department of Public Works

BH/rs

Enclosures

Cc: File: 16(C302A)
Bill Helbig, Project Engineer





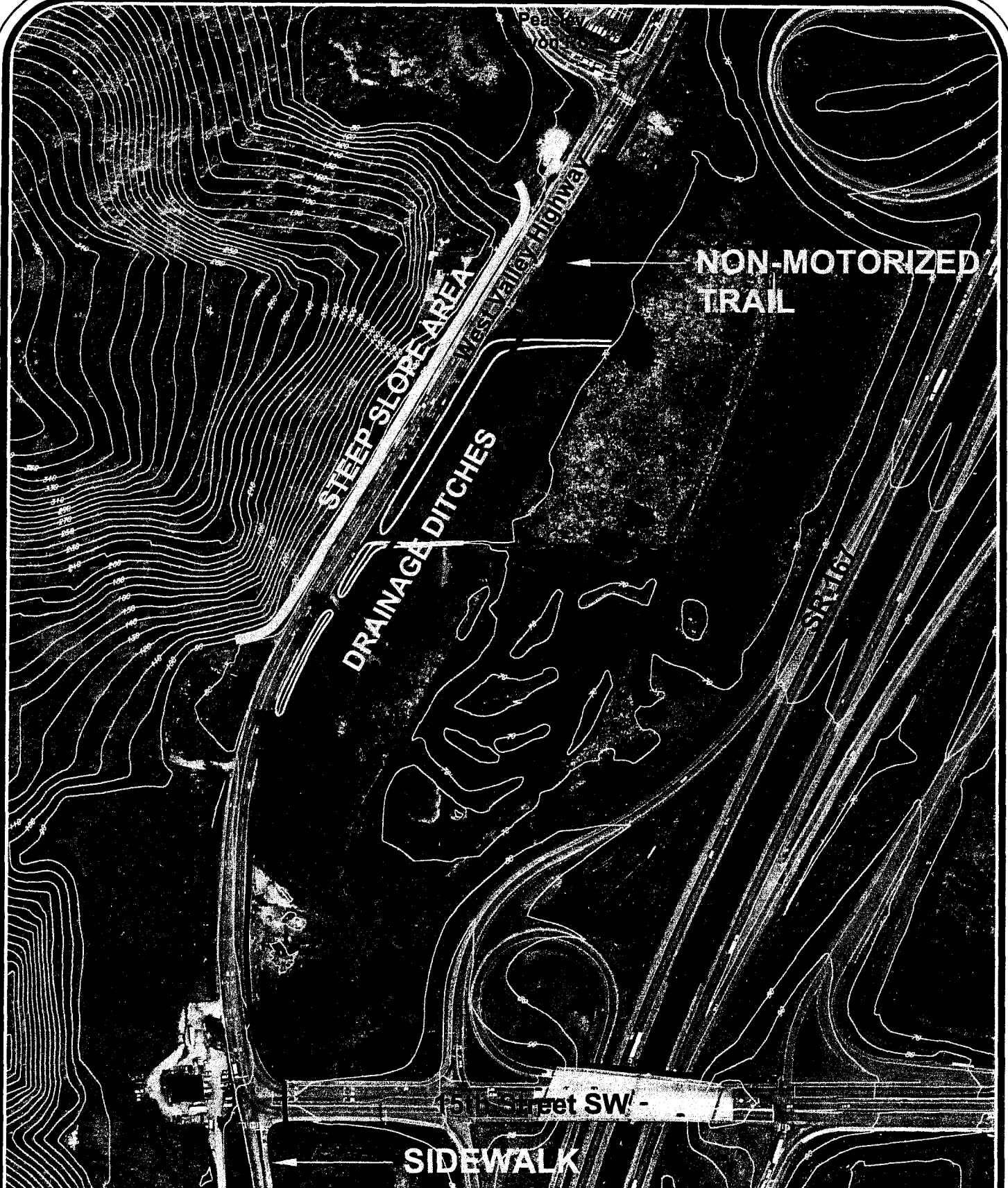
CITY OF AUBURN
DEPARTMENT OF PUBLIC WORKS
25 WEST MAIN
AUBURN, WA 98001



WEST VALLEY HIGHWAY
RECONSTRUCTION PROJECT

FIGURE 2

PROJECT LIMITS



CITY OF AUBURN
DEPARTMENT OF PUBLIC WORKS
25 WEST MAIN
AUBURN, WA 98001



WEST VALLEY HIGHWAY
RECONSTRUCTION PROJECT

FIGURE 3

PROPOSED TRAIL

Contract Completion Phase Staff Review

Small City Pedestrian Safety & Mobility Program (SCP/PSMP)

Board Approval Date: May 30, 2003

| | | | |
|----------------|---|----------------|--------------|
| REGION | West | FUNDING YEAR | FY 2003 |
| LEAD AGENCY | City of McCLEARY | PROJECT LENGTH | 1,300 feet |
| PROJECT NUMBER | P-W-956(P04)-1 | FUNCT CLASS | Collector |
| PROJECT NAME | Simpson Avenue & 5th Street Maple Street to 4th Street | AADT | 1,000 |
| | | VE STUDY | Not Required |
| | | BID AWARD DATE | Sept 2002 |

| Phase | TIB Funds | Local Funds | Total Cost |
|--------------|---------------------------------|-------------|------------|
| DESIGN | Funds approved for Design | 0 | 16,779 |
| | | 16,779 | 16,779 |
| | Funds approved for Right of Way | 0 | 0 |
| | | 0 | 0 |
| CONSTRUCTION | Funds approved for Construction | 129,818 | 32,809 |
| | | 129,818 | 162,627 |
| | TOTALS | \$129,818 | \$49,588 |
| | | \$49,588 | \$179,405 |

| | | | |
|------------------|------|-------------------------|-------|
| NONELIGIBLE COST | \$ 0 | TIB REIMBURSEMENT RATIO | 72.4% |
|------------------|------|-------------------------|-------|

| | |
|---------------------|---|
| LOCAL MATCH | MCCLEARY \$49,588 |
| EXISTING FACILITIES | The existing sidewalk in the CBD had many tripping hazards and uncontrolled accesses to business. |
| PROJECT BENEFITS | The new sidewalks and defined driveway accesses improved pedestrian safety, sight distance and reduced pedestrian / vehicle conflicts. This project revitalized this portion of the CBD. |
| PROPOSED WORK | This project constructed a new sidewalk with curb and gutter on the north side of Simpson Avenue. This project also constructed a new sidewalk with curb and gutter on the west side of 5th Street. The project includes ADA ramps, controlled access to commercial business, storm drainage modification and illumination. |
| DISCUSSION | The city requests an increase of \$21,647 in PSMP Funds as shown below. |

| Phase | TIB Funds | | Project Cost | | TIB Fund Change from Previous Approval | |
|-----------------------|-----------|----------------|---------------|------------|--|---------|
| | Funds | Matching Ratio | Eligible Cost | Total Cost | Change | Percent |
| Project Selection | 100,000 | 72.359% | 138,200 | 138,200 | | |
| Design Phase | 100,000 | 72.359% | 138,200 | 138,200 | 0 | |
| Construction Phase | 100,000 | 72.360% | 138,200 | 138,200 | 0 | |
| Bid Award | 108,172 | 72.360% | 149,492 | 149,492 | 8,172 | 8.2% |
| Contract Completion | 129,819 | 72.360% | 179,406 | 179,406 | 21,647 | 20.0% |
| Overall Change | 29,819 | | 41,206 | 41,206 | 29,819 | 29.8% |

DISCUSSION

The major factor for the increase in cost at the Bid Award Phase was the illumination cost. The agency requested and was granted an increase in SCP/PSMP funds of \$8,172 (8.2%) with an increase in local funds of \$3,120 (8.2%).

The agency is requesting an increase in SCP/PSMP funds at Contract Completion of \$21,646 (20.0%) with an increase in local funds of \$8,268 (20.0%).

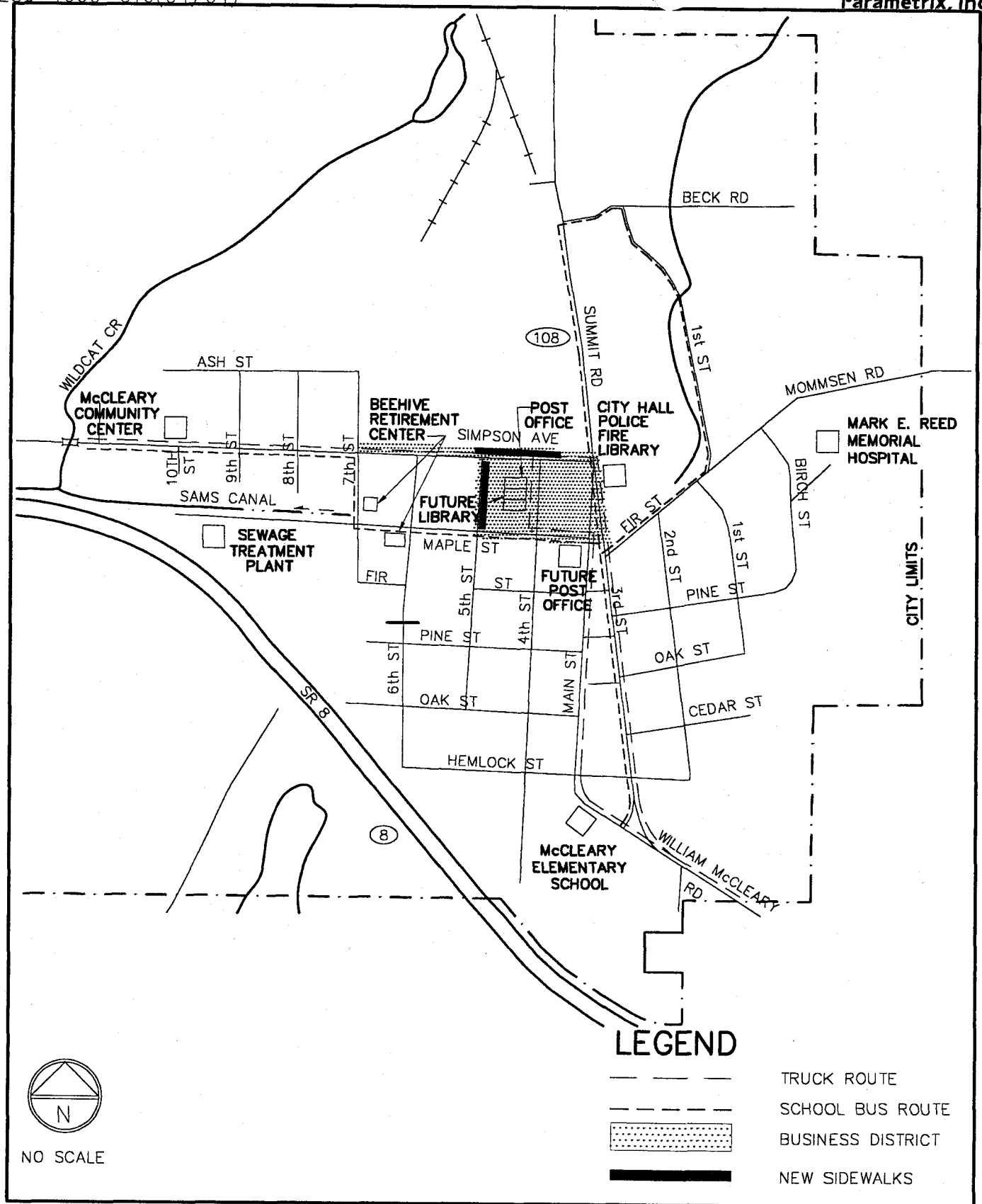
The major factors for the increase in cost at Contract Completion Phase are: The existing concrete sidewalk and ACP was thicker than anticipated and required additional removal costs and additional base material. At the west end of the project the sidewalk created an additional drainage problem that required an increase in ACP quantities to correct to drainage problems. The costs in the construction other category are city forces work to reinstall water service line impacted by the sidewalk work and install the illumination poles. There were also additional city inspection and administration costs. The city costs were not included in the original application.

**STAFF
RECOMMENDATION**

Staff recommends Board approval of \$21,646 in SCP/PSMP funds for the Contract Completion phase of this project.

ACTION ITEM

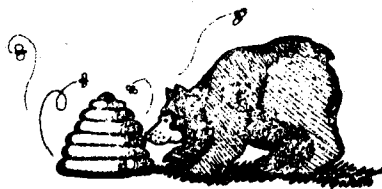
Motion to approve an increase of \$21,646 in SCP/PSMP funds, bringing the total TIB commitment to \$129,818.



FILE: Figure1-SCPSMP
DATE: 09/28/01

Figure 1
VICINITY MAP
CITY OF McCLEARY
TIB – Small City Pedestrian Safety & Mobility Prog.

The City of McCleary



Home of the McCleary Bear Festival

100 SOUTH 3RD ST. MCCLEARY, WASHINGTON 98557 (360) 495-3863

RECEIVED

MAY 13 2004

TIB

May 8, 2004

John Dorffeld
Transportation Improvement Board
P.O. Box 40901
Olympia, Washington 98504-0901

RE: Updated Cost Estimate – Simpson Avenue Sidewalk Project

Dear Mr. Dorffeld:

The City of McCleary requests additional funding for the Simpson Avenue Sidewalk Project. I have enclosed the Updated Cost Estimate and Project Accounting History for your review. Below please find an explanation of the cost increase for the contractor and an explanation and breakdown performed under construction other.

- Cost Increase – Contractor

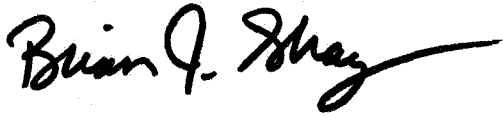
This project was bid by the contractor based upon estimated quantities by our design engineer at the Shea Group. There are two primary reasons why the project exceeded the engineer's quantities estimate. The first reason is that the old concrete and asphalt shoulder removed was much thicker than originally estimated. This problem caused the contractor to need additional quantities of rock to bring the project up to grade and it cost the City more on the excavation based upon the engineer's estimate of the concrete thickness. The second reason was a grade and drainage problem at the west end of the project near the Fast Break Espresso. The driveway approach through the new sidewalk was too steep which was causing drivers to scrape the bottom of their vehicles. This steep approach also caused ponding on the north side of the sidewalk. Additional asphalt was placed in this location which eliminated both problems.

- Construction Other

The work performed by the City under construction other includes installation of the new street lights and relocation of some water service lines which interfered with the project. It also includes additional inspections provided by the City and 40 hours of my administrative time managing the project. The total City labor costs were \$6,726.96 with payroll benefits totaling \$2,690.78. Of this total, \$1705.60 was the labor and \$682.24 was the total benefits for the additional inspections. The administration costs were \$1173.20 in labor and \$469.28 in benefits. The City also had \$331.50 in publication costs to advertise the bids. This puts the total construction other costs at a total of \$9,750.00

Should you have questions or concerns, please feel free to contact me at (360) 495-3200.

Sincerely,

A handwritten signature in black ink, reading "Brian J. Shay". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

Brian Shay
City Administrator

Bid Award Phase Staff Review
Small City Pedestrian Safety & Mobility Program (SCP/PSMP)
Board Approval Date: May 30, 2003

| | | | |
|-----------------------|--|-------------------------|--------------|
| REGION | West | FUNDING YEAR | FY 2004 |
| LEAD AGENCY | ILWACO | PROJECT LENGTH | 300 feet |
| PROJECT NUMBER | P-W-969(P02)-1 | FUNCT CLASS | Collector |
| PROJECT NAME | Elizabeth Avenue | AADT | 500 |
| | Howerton Way to Spruce Street (SR 101) | VE STUDY | Not Required |
| | | BID AWARD TARGET | May 2003 |

| Phase | TIB Funds | Local Funds | Total Cost |
|---------------------------------------|-----------------|----------------|-----------------|
| DESIGN | | | |
| Funds for Design | 0 | 8,000 | 8,000 |
| Funds for Right of Way | 0 | 0 | 0 |
| CONSTRUCTION | | | |
| Funds to be approved for Construction | 70,223 | 1,748 | 71,971 |
| TOTALS | \$70,223 | \$9,748 | \$79,971 |

| | | | |
|-------------------------|------|--------------------------------|-------|
| NONELIGIBLE COST | \$ 0 | TIB REIMBURSEMENT RATIO | 87.8% |
|-------------------------|------|--------------------------------|-------|

LOCAL MATCH ILWACO \$5,748; Federal Funds \$4,000

EXISTING FACILITIES This route is an access for pedestrians walking to the docks and for large trucks traveling to the fish processing plants on Howerton Way. There are no sidewalks within the project limits.

PROJECT BENEFITS This project was designed with REV and Local funds. There were not sufficient funds to construct this section of sidewalk using the REV funds. The city then applied for a SCP/PSMP grant and was successful in securing the grant. This sidewalk will complete the east leg from the REV project to SR-101. This project will improve pedestrian access, reduce conflicts between large trucks and pedestrians and promote tourism in the City of Ilwaco.

PROPOSED WORK This is a construction only project. The proposed improvement will construct a 5-foot sidewalk with curb and gutter. There will be ADA ramps as required and any storm water issues created by the sidewalk will be addressed.

DISCUSSION The city requests an increase of \$12,573 in SCP/PSMP Funds as shown below.

| Phase | TIB Funds | Local Funds | Total Cost |
|-------------------|----------------|----------------|----------------|
| Project Selection | 57,650 87.8% | 8,000 12.2% | 65,650 |
| Construction | 57,650 87.8% | 8,000 12.2% | 65,650 |
| Bid Award | 70,223 87.8% | 9,748 12.2% | 79,971 |
| Change | 12,573 | 1,748 | 14,321 |
| | 21.8% Increase | 21.8% Increase | 21.8% Increase |

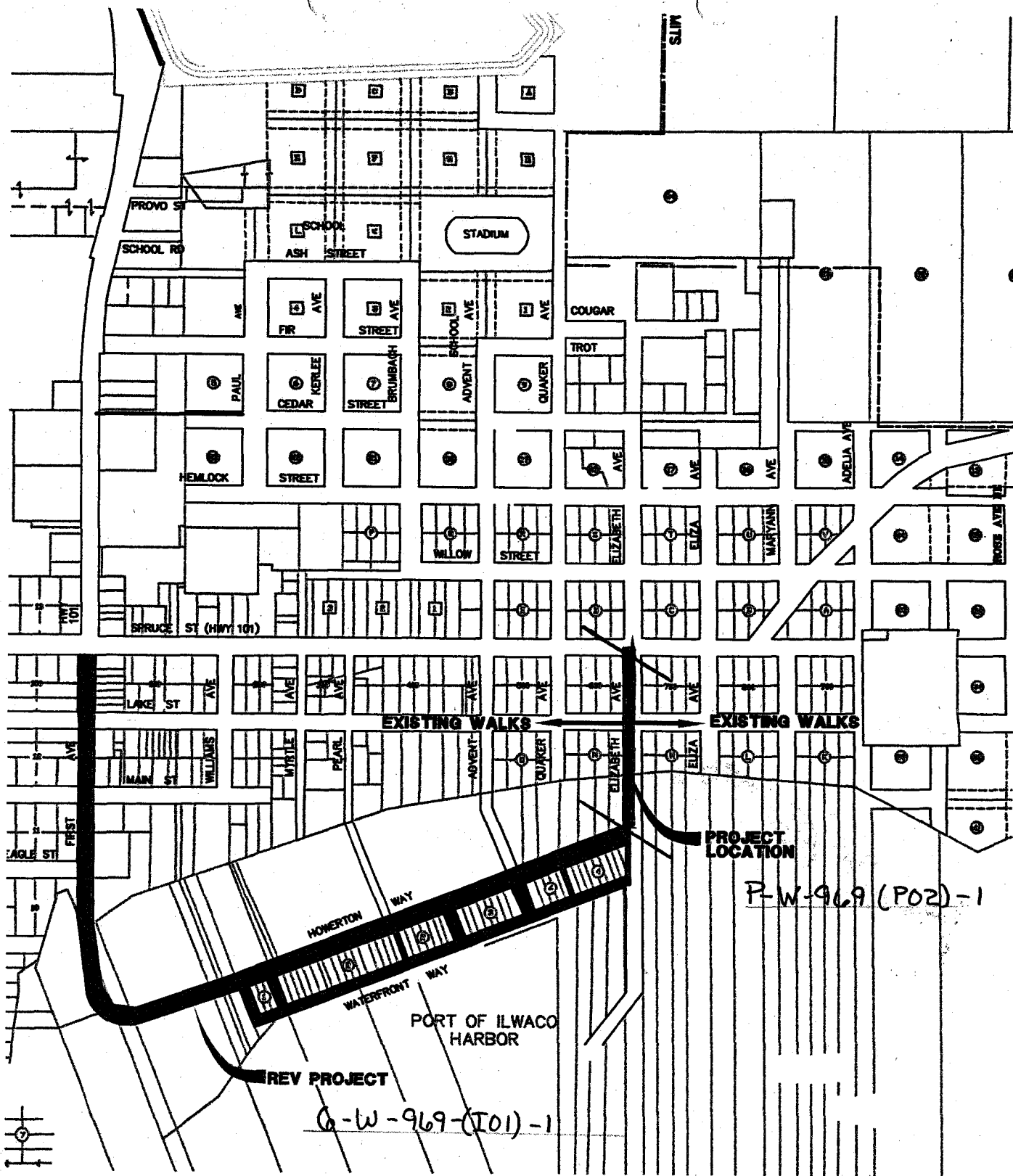
The increase cost is the result of adjustment in quantities due to site conditions. The main items are: Removal of Obstructions and Asphalt Concrete Pavement.

**STAFF
RECOMMENDATION**

Staff recommends Board approval of \$12,573 in SCP/PSMP funds for the Bid Award phase of this project.

ACTION ITEM

Motion to approve an increase of \$12,573 in SCP/PSMP funds, bring the total TIB commitment to \$70,223.



CITY OF ILWACO

FY 2004 TIB PSMP PROGRAM APPLICATION
ELIZABETH AVENUE



Gray & Osborne, Inc.
CONSULTING ENGINEERS

Bid Award Staff Review – Arterial Improvement Program (AIP)

Board Approval Date: 5/30/03

| | | | | | | |
|---------------------|---|----------------------|--------------------------------------|------------|-------|-----------|
| REGION | Northwest | FUNDING YEAR | FY 2001 | | | |
| LEAD AGENCY | City of Ferndale | PROJECT LENGTH | 0.5 miles | | | |
| PROJECT NUMBER | 8-2-985(004)-1 | FUNCTIONAL CLASS | Principal | | | |
| PROJECT NAME | Main St | VE STUDY | Peer Review | | | |
| PROJECT TERMINI | Labounty Rd to Third St | | | | | |
| TIB Funds | | Local Funds | | | | |
| PREDESIGN | 0 | 11,327 | TIB Funds Approved for Predesign | | | |
| DESIGN | 80,000 | 509,000 | TIB Funds Approved for Design | | | |
| | 40,000 | 40,000 | TIB Funds Approved for Right of Way | | | |
| CONSTRUCTION | 1,116,000 | 3,581,000 | TIB Funds Approved for Construction | | | |
| BID AWARD | 635,000 | 259,792 | TIB Increase Requested for Bid Award | | | |
| | 1,871,000 | 4,401,119 | Subtotals | | | |
| | | 6,272,119 | TOTAL PROJECT COST | | | |
| PROPOSED AWARD DATE | 6/2/2003 | TIB MATCHING PERCENT | 29.8% | | | |
| LOCAL MATCH SOURCE | FERNDAL \$1,201,119; BRAC \$3,200,000 | | | | | |
| EXISTING FACILITIES | There are two travel lanes on the 26-foot wide bridge with two 2.5-foot sidewalks. West of the bridge, the existing curbs, gutters and sidewalks are cracked and broken. The roadway pavement is in poor repair. East of the bridge, there are no sidewalks on the two-lane roadway. | | | | | |
| PROPOSED WORK | The project will widen the Nooksack River Bridge to 34 feet, interconnect the traffic signals between First and Fourth Streets, upgrade the traffic signals to provide protected left turns, and reconstruct Main Street between Labounty and Third Street. Sidewalks will be constructed or replaced as needed. Additional work, not part of the TIB project, will be constructed under the same contract. This work includes water main and sanitary sewer replacement, and roadway work on 2 nd Street. | | | | | |
| DISCUSSION | Since application, there has been a \$3,692,000 increase in project costs. Approximately \$2,400,000 of the increase is attributed to the cost of the bridge work and \$1,300,000 to the roadway work. Federal BRAC funds have been increased by \$1,920,000. <u>The city has requested an increase of \$635,000 in TIB funds.</u> | | | | | |
| | Phase | TIB Funds | Local Funds | Total Cost | | |
| | Design | 1,236,000 | 47.9% | 1,343,400 | 52.1% | 2,579,400 |
| | Construction | 1,236,000 | 23.0% | 4,141,327 | 77.0% | 5,377,327 |
| | Bid Award | 1,871,000 | 29.8% | 4,401,119 | 70.2% | 6,272,119 |
| | Change | 635,000 | | 3,057,719 | | 3,692,719 |
| | Percent Change | 51.4% | | 227.6% | | 143.6% |
| | TIB staff has determined that the project cost was greatly underestimated at application. The initial estimate did not consider the complexities of widening the bridge, nor the extent of work involved with reconstructing the roadway. The \$635,000 increase request derives from the difference in total cost between construction approval and bid award, which includes contract costs that are higher than expected, and \$300,000 of eligible work that was not included in the construction prospectus. | | | | | |

Prior to advertising for bids, a peer review identified \$200,000 in savings that have been incorporated into the project. After bids were opened, in an effort to reduce costs, city staff removed \$208,000 of work from the contract. The low bidder has also identified \$40,000 in savings in steel work. The total project cost shown above reflects these reductions.

Of the \$208,000 of work removed from the contract, \$122,000 is roadway widening and sidewalks on the south side of the road from the east side of the railroad bridge to the east end of the project. Future developers of the empty commercial land adjacent to that part of the project will be required to install those improvements. The remaining \$86,000 comes from work on 3rd street that was funded by the city and not eligible for TIB reimbursement. The city will use those funds to pay part of their share of the cost increase.

**STAFF
RECOMMENDATION**

Staff recommends approval of an increase in TIB funds subject to fiscal capacity of the agency.

MOTION

Motion to approve an increase in TIB funds.

**CITY HALL**

2095 Main Street

P.O. Box 936 - Ferndale, WA 98248

May 20, 2003

Mr. Stevan Gorcester, Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98501-0901

Dear Mr. Gorcester:

This letter is to request additional TIB funds for our Main Street project. As you know, project costs have increased significantly since we were first awarded TIB funds in FY 2000 and now total \$6,272,000. We have worked to reduce costs and to raise additional local funds, and now need additional help from TIB in order to move the project forward.

Although the low bid was 10% higher than the engineer's final estimate, most of the increase in cost can be attributed to a very low estimate at project application. The scope of the project has remained unchanged. During design, we conducted peer reviews in order to identify areas where cost could be reduced and were successful in reducing project cost by \$345,000. After opening bids, we again reduced \$87,000 in costs by eliminating a block of city-funded work on 3rd Street. Those city funds will now be utilized on Main Street. The low bidder has identified \$40,000 in savings on structural steel work. Final cost reductions of \$123,000 were achieved by eliminating widening and sidewalk work on a segment of the road where development will soon occur. Since bids were opened, we have reduced the cost of the project by \$250,000.

We have asked for and received additional federal BRAC funds, which now total \$3,200,000. The city's commitment totals \$1,200,000, which includes an additional \$500,000 since bids were opened. Combining the additional funds with the cost reductions leaves a funding gap of \$635,000, which we are asking TIB to fill. We look forward to discussing our request with your Board at the May 29, 2003 meeting.

Sincerely,

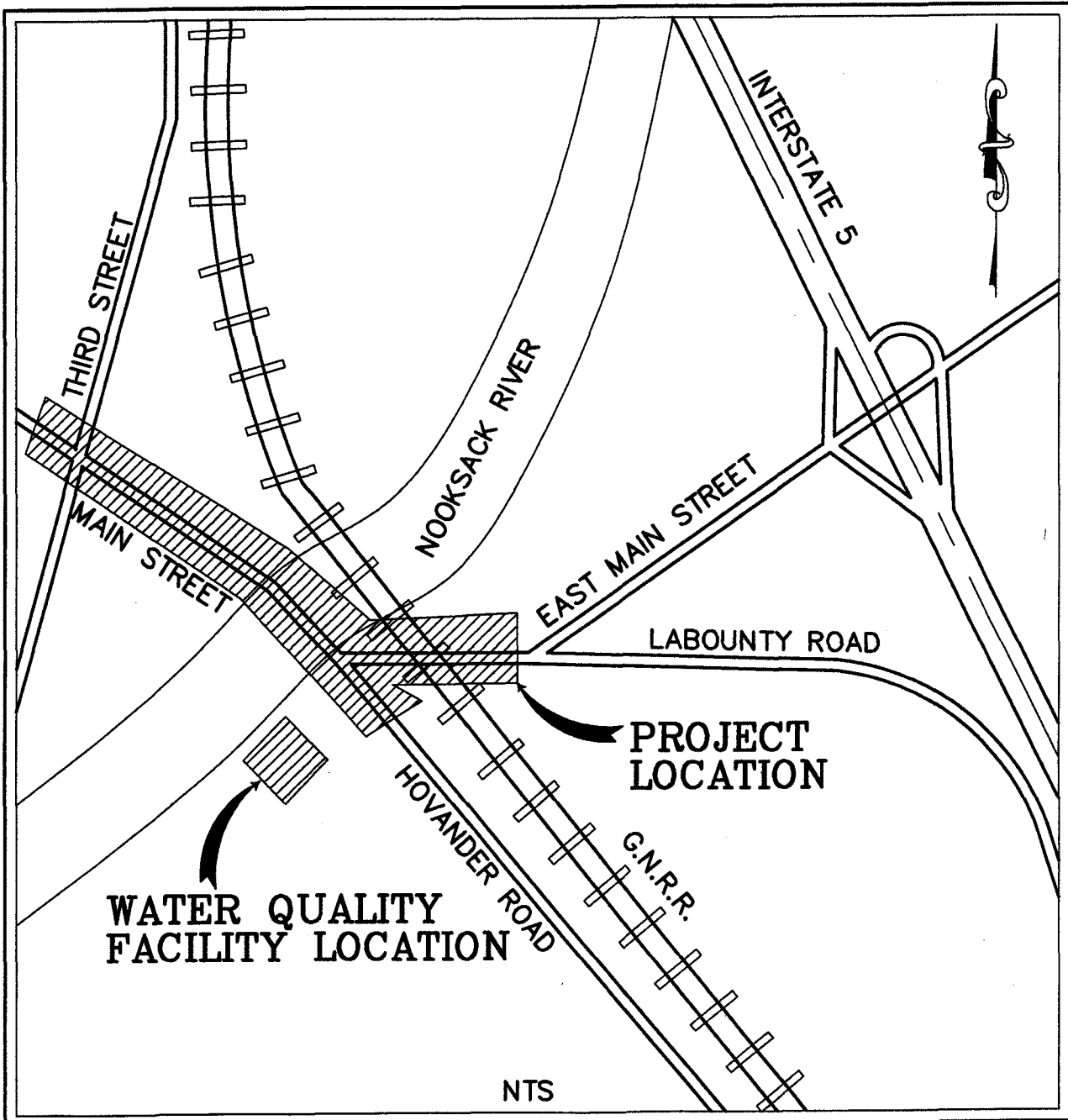
Loren Sperry
Public Works Director

Administrative Offices
Phone: (360) 384-4302
Fax: (360) 384-1163

Clerk/Treasurer's Office
Phone: (360) 384-4302
Fax: (360) 384-1163

Planning & Building Dept.
Phone: (360) 384-4006
Fax: (360) 384-5189

Public Works Dept.
Phone: (360) 384-4006
Fax: (360) 384-5189



**MAIN STREET
IMPROVEMENT PROJECT
CITY OF FERNDALE**

5-21-03



State of Washington
Transportation Improvement Board

FY 2005 Call for Projects
May 30, 2003

BACKGROUND

The Transportation Improvement Board's Financial Guidelines were developed to ensure TIB offers an annual call for projects for its major funding programs. For the first few years a funding program has a minimal impact on appropriation authority and cash flow. Less than twelve percent of the 2003-05 financial resources of the Urban Arterial Trust Account and the Transportation Improvement Account will be used for payments on projects funded from the 2005 Funding Programs.

STATUS

For FY 2005, the projected appropriation balances and cash flow demands will permit a call for projects in each of the major funding programs. Construction only projects requiring reimbursement in the 2003-05 biennium may affect the size of the FY 2005 Priority Array.

| Program | Preliminary |
|---|--------------------|
| Arterial Improvement Program (AIP) | \$25 M |
| Pedestrian Safety and Mobility Program (PSMP) | \$2 M |
| Small City Program (SCP) | \$5 M |
| Transportation Partnership Program (TPP) | \$35 M |

Staff also recommends the following schedule for the FY 2005 Call for Projects:

| Date | Milestone |
|------------------------|--|
| June 2, 2003 | Call for projects announced |
| June 9-26, 2003 | Funding workshops scheduled across the state |
| August 29, 2003 | Deadline for applications to be received or postmarked |
| September-October 2003 | Application evaluation and field reviews |
| November 20-21, 2003 | Board selects projects at Tacoma Board Meeting |

RECOMMENDATION

Staff recommends the Board approve the FY 2005 program sizes and call for projects schedule outlined above.

- o Motion to approve the FY 2005 Program Sizes and Call Schedule presented by staff.



State of Washington
Transportation Improvement Board

ELECTION OF CHAIR AND VICE CHAIR

For the term July 2003 to June 2005

Board Meeting of May 29-30, 2003

BACKGROUND

The Chair and Vice Chair of the TIB are elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board, and one is to be a county official and one a city official, as stated in the TIB Bylaws, Article II, Sections 1a and 1c. The Chair traditionally alternates between a county and city representative.

Rob McKenna of King County is completing a two-year term as chair. Bill Ganley of Battle Ground is completing a two-year term as Vice Chair.

The current elected CITY officials serving on the Board (in alphabetical order) are:

- Bill Ganley, Battle Ground: Current TIB term runs through June 2004; eligible for reappointment.
- Mary Gates, Federal Way: Current TIB term runs through June 2006; eligible for reappointment.
- Rob Higgins, Spokane: Current TIB term runs through June 2004; eligible for reappointment.

The current elected COUNTY officials serving on the Board (in alphabetical order) are:

- Leo Bowman, Benton County: Current TIB term runs through June 2004; eligible for reappointment.
- Rob McKenna, King County: Current TIB term runs through June 2006; not eligible for reappointment due to TIB term limits.
- Mike Shelton, Island County: Current TIB term runs through June 2006; eligible for reappointment.

BOARD ACTION

Thursday, May 29th Work Session:
Informal discussion

Friday, May 30th Meeting:
Nominations and election of Chair
Nominations and election of Vice Chair

| Board Policy Title | Page No. |
|--|-------------------|
| POL-601 Reporting Information to the Board <i>Protocol for reporting information to the Board</i> | Page 1 |
| POL-801 Project Cost Increases <i>Procedure to request an increase in board funds</i> | Page 1 |
| POL-802 Value Engineering Studies..... <i>Requirements for projects needing VE studies</i> | Page 2 |
| POL-803 Project Audit Implementation <i>Information regarding auditing on completed projects</i> | Page 2 |
| POL-804 Prospectus Submittals <i>Project requirements to be fulfilled in order to accurately determine fund availability</i> | Page 2 |
| ((POL-806 Funding for Pre-design Projects <i>Information for projects requiring pre-design</i>)) | Page 3 |
| POL-807 Matching Funds for Bridge Replacement Projects <i>Information required for funding selection of bridge projects</i> | Page 3 |
| POL-808 Sidewalks <i>Sidewalk requirements for TIB projects</i> | Page 4 |
| POL-810 TIB Mitigation Policy <i>Purpose is to allow mitigation costs to be reimbursed with TIB funds and to limit the impact of the cost of excessive mitigation or other unusual project features</i> | Page 4 |
| POL-811 Urgent Project Issue Resolution Policy <i>Gives Executive Director authority to resolve urgent project issues</i> | Page 4 |
| POL-812 TIB Sign Policy <i>Gives sign specifications for advertisement of TIB projects</i> | Page 5 |
| POL-813 Emergent Nature Projects <i>Requirements needed in order for TIB to consider a project for participation as an emergent nature project</i> | Page 5 |
| POL-814 Subsurface Utility Engineering <i>SUE requirements on TIB funded projects</i> | Page 6 |
| POL-815 Right of Way <i>Policy regarding right of way acquisition on TIB funded projects</i> | Page 7 |
| Delegation of Authority to Director <i>Gives Executive Director authority for certain project approvals</i> | Page 7 |

POL-601 Reporting Information to the Board:

Recognizing that the Board does not schedule meetings on a monthly basis, the amount of information to be reviewed at each Board Meeting is increasing, and in an effort to make the administration of the Arterial Improvement Program (AIP), Transportation Partnership Program (TPP), City Hardship Assistance Program (CHAP), Small City Program (SCP), ~~((Public Transportation Systems Program (PTSP)))~~ Pedestrian Safety and Mobility Program (PSMP), and the Route Jurisdiction Transfer (RJT) process function in an efficient manner, the Executive Director will report to the Board as specified below.

Authorization vs. Revenue reports for AIP, TPP, CHAP, SCP, and ~~((PTSP))~~ PSMP programs – These reports will be included as an informational item ~~((whenver projects in these programs are considered for funding approval by the Board and))~~ at the ~~((January and July))~~ Board meetings.

Project Cost Change report on authorized AIP, TPP, CHAP, SCP, and ~~((PTSP))~~ PSMP projects – A summary of project actions by the Board and the Executive Director will be included as an informational item at the board meetings. The report will include a summary of fund decreases and increases granted.

Status of delayed TIB projects – A summary of the delayed projects will be reported to the Board at the July Board Meeting. A project review sheet will only be included for projects in each program needing to be reviewed by the Board. The projects included will be those that have significant changes in schedule or estimated cost.

Bond sale report for the Transportation Partnership Program – The Executive Director will report to the Board bond sales in the Executive Director's Report.

POL-801 Project Cost Increases

In addition to WAC 479-05-240, Procedure to request an increase in board funds, the board adopts the following policy relating to the request for an increase in funds at design and/or construction phases. The reference point for all project-matching ratios shall be the

current approved TIB rate as of October 23, 1998, or the project selection date, whichever is later.

- Project increases greater than 15% or \$750,000 above the original TIB funds at project selection for urban AIP and TPP projects through Contract Completion will be ~~((reviewed by a TIB committee prior to approval))~~ brought before the Board for approval. Projects with excessive increases may be required to be resubmitted for reconsideration in a future funding cycle.
- Projects that are still pending design approval, that are not progressing or that have unrealistic completion dates, i.e., too far into the future, may be withdrawn.
- The project selection process on urban funding programs will include an application project cost estimate prepared and stamped by a registered engineer.
- For AIP projects selected after July 1, 2001, if Bid Award is not reached within 4-1/2 years of project selection, all increase requests will ~~((be reviewed by a TIB Committee and))~~ require approval of the Board.
- For TPP projects selected after July 1, 2001, if Bid Award is not reached within 5-1/2 years of project selection, all increase requests will ~~((be reviewed by a TIB Committee and))~~ require approval of the Board.
- CHAP, PSMP, and SCP project cost increases will be reviewed by ~~((a TIB committee))~~ the Board prior to design or construction approval on a case-by-case basis as determined by the executive director.

Matching ratio for TPP and AIP increases – A request for an increase in TIB funds may be made at the construction approval phase. The request for an increase in TIB funds shall not exceed the total increase above the total project cost submitted in the project application/project design review multiplied by the current TIB matching ratio. The fund increase approved by the board may result in a revised TIB matching

ratio. Any increase in TIB funds may be adjusted at the construction approval and/or bid opening phases, a final adjustment may be made at the completion of the project. No increase will be approved at the ((predesign-or)) design approval phase.

POL-802 Value Engineering Studies

The Board adopts the following policy regarding Value Engineering (VE) studies. For urban funding programs, a VE study is required for all projects exceeding two million dollars in total cost or any project determined by TIB staff to warrant a VE study. Projects in the Small City Program, Pedestrian Safety Mobility Program, or City Hardship Assistance Program do not require a VE study unless TIB staff determines there is a need for a study. Projects selected and funded for the construction phase only or projects that have less than a 20 percent TIB match in the total eligible project cost may be exempted from the VE study requirement by the Executive Director.

If the lead agency requests a waiver from the VE requirement, the agency shall submit a VE assessment report to be reviewed by TIB staff. This report will address the project characteristics, cost per mile, potential savings of high cost items, and other considerations unique to the project. Staff will review the VE assessment report and, from that review, develop a recommendation as to whether a VE study should be performed. The Executive Director shall have the authority to grant VE waivers for projects with a total cost not exceeding five million dollars, except as provided for above. Projects exceeding five million dollars will be reviewed and submitted to the Board for action on the waiver request.

If a VE study is required, an interagency team will be established and approved by the TIB Director, under the authority delegated from the Board.

If a TIB project is a part of a WSDOT facility, the WSDOT determination regarding the need for a Value Engineering Study will be accepted by TIB.

POL-803 Project Audit Implementation

Small city projects will have a desk audit and, unless questions are found by the TIB staff

that warrants a full audit, no further action will be taken.

Urban projects may be audited if one or more of the following situations occur:

1. If the staff of the administration agency is separated to the point that the accounting section has little contact with the engineering section.
2. If the TIB project engineer becomes knowledgeable of any problems during the life of the project that would warrant an audit.
3. If the lead agency requests an audit.
4. If one TIB project is being audited, it may be appropriate to consider auditing other TIB projects that the agency has completed.
5. If past experience has shown an agency has problems in project administration, their projects will be audited until the agency's administrative procedures are corrected.
6. If the project has a complicated financing scheme.

TIB projects may be selected for an audit on a random basis.

POL-804 Prospectus Submittals

The Legislature requires the Board to allocate funds to projects prior to July 1st of each year. In order to accurately determine the amount of funds required for previously approved projects and to determine the amount of funds available for new project starts, the following policy is established:

- On projects the Board has selected for funding prior to July 1, 2001, the lead agency shall submit a prospectus for project approval within 10 months from the date the Board offered funding or, if unable to do so, submit a written report to the Board explaining why the funding request must be delayed. On projects selected after July 1, 2001, approval for initial funding will be given at the time of selection, and the 10-month rule will not apply.

- For projects that are nearing the 10 month limit for initial prospectus submittal, the Executive Director will contact the agency in writing to determine when the agency plans to request prospectus approval. The Executive Director will analyze the agency's response and their past performance and may recommend to the Board that the offer for project funding be withdrawn.
- For projects or stages of projects that have received initial funding and the development of that portion of the project appears to be progressing at an inappropriate rate, the Executive Director shall request the lead agency to provide an explanation for the apparent delay in project development. If the response from the lead agency reveals that the project is unjustifiably delayed, the Executive Director may recommend to the Board that the funding for this project or stage of project be withdrawn.
- When the Board reviews a priority array to offer funding for new projects, the Board will consider the local agency's past performance on projects and may withhold an offer of funding for the project if, in the Board's opinion, the agency's performance on a previously authorized project is unacceptable.

In no case will a project's funding or offer for funding be withdrawn without the agency having an opportunity to appeal to the Board.

((POL-806 Funding for Predesign Projects

On projects where a predesign phase is necessary before the project can be properly scoped, a predesign phase may be approved. The work eligible in this phase is to only include project specific studies such as environmental analysis, public input, traffic studies or other project related evaluations. The intent of the predesign phase is to obtain information to be used in the design phase of the project and to obtain a more accurate project cost estimate. No project cost increases will be granted at the predesign phase approval.

— The funding for the predesign phase does not constitute a commitment on behalf of the Board to fund the design or construction phases. After conducting the predesign phase, the Board will determine if the project is fundable based on the amount of funds available in the respective program and the merits of the project. The project will be reviewed in its respective priority array. If it is found to rate below the funding cut-off, the project will be required to be resubmitted as an application for funding consideration in a future funding cycle.

— For projects selected after July 1, 2001, a separate Predesign Phase will not be approved. Tasks previously included in Predesign may now be included within the "special studies" portion of the Design Phase.))

POL-807 Matching Funds for Bridge Replacement Projects

Small City Program Projects:

Recognizing that the TIB Priority Array process does not coincide with the funding process of the Federal Bridge Replacement and Rehabilitation Program (FBRP) and the requirement for 20 percent local matching funds is often an unexpected, untimely and an extreme financial burden for small cities, the board adopts the following policy:

The Board will retain flexibility in the Small City Program (SCP) to consider funding the local matching funds for bridge projects. Only the work necessary for the bridge replacement or rehabilitation and the approaches is eligible for reimbursement. To be selected for funding under the SCP, the project must be selected for funding under the FBRP. The Board shall determine annually the amount of SCP funds to be made available for bridge projects. The amount not used for bridge projects under this policy shall be made available for other SCP projects.

Transportation Partnerships Program or Arterial Inventory Program Projects:

The Board adopts the following policy regarding funding of urban projects in the FBRP:

The Board will accept Bridge Replacement project applications in the program funding cycles. The project will be rated against the other applications submitted for funding and will compete for TIB funding based on the criteria for the respective program. If the project is selected, the local agency will be required to fund a minimum of twenty percent of the required match for Federal Bridge Replacement funds; the remainder of the required local match will be fundable by TIB.

POL-808 Sidewalks

Recognizing the importance of sidewalks in the overall transportation plan, sidewalks are required on both sides of the roadway of all urban projects. Projects in the Pedestrian Safety and Mobility Program will only require sidewalks as specified in the project application.

Sidewalks are required on one side only on small city projects, except in areas where pedestrian traffic will be higher. Examples of higher pedestrian traffic areas are business districts and schools. The agency will be encouraged to construct sidewalks on both sides in these areas. Small city projects in the rehabilitation portion of the program may be exempt from the sidewalk requirement.

Sidewalks shall be a minimum of five feet in width, clear of any obstructions, and shall meet the requirements of the Americans with Disabilities Act. The maximum sidewalk width eligible for participation is eight feet, unless existing adjacent sidewalks are wider. Existing sidewalks may be utilized to satisfy the requirements of this policy.

POL-810 TIB Mitigation Policy

The purpose of this policy is to allow mitigation costs to be reimbursed with TIB funds and to limit the impact of the cost of excessive mitigation or other unusual project features.

The lead agency will be required to identify any mitigation item(s) and its cost(s) at the application phase of the project. The lead agency shall certify that mitigation items do not exceed state and federal requirements as applicable.

Mitigation items may include:

Sound walls/berms: Sound walls/berms are eligible for reimbursement up to 50% of the construction costs of the walls/berms if the following conditions are met:

1. The need for sound walls/berms are substantiated by project parameters and verified by noise level studies using current state or federal standards.
2. The local agency has formally adopted policies regarding sound walls/berms and has implemented it on all transportation projects.

Wetland Mitigation: Mitigation work that is in excess of that which is required by state or federal requirements is not eligible for TIB funding.

Hazardous Material Cleanup: Super fund sites are not eligible for TIB funds, other sites may be reviewed on a case-by-case basis.

Complex Bridges: Project costs for bridge designs exceeding the most cost effective design are not eligible for TIB funds.

Earthquake design: Additional costs for bridges designed to withstand higher magnitude earthquakes than is required by state or federal requirements are not eligible for TIB funds.

Other unusual project features: Other project features as determined by the TIB staff to be of excessive costs will be reviewed by the TIB increase subcommittee for recommendation to the Board prior to their action on the project.

Project elements of landscaping and utility undergrounding and their costs are subject to the rules and guidelines for landscaping and not this policy. Other items that may be included in landscaping costs are:

Ornamental Lighting: Extra cost over the cost for standard roadway lighting poles and fixtures are eligible for TIB funding.

Art Work: All costs for art or unusual architectural features or treatments are considered part of landscaping (e.g. an aesthetic amenity). All art must be on the project site to be eligible for TIB funding.

POL-811 Urgent Project Issue Resolution Policy

Recognizing that the Board does not schedule meetings on a monthly basis or the possibility of meeting cancellations and in an effort to make the administration of the TIB Programs function in an efficient manner, the Executive Director will resolve urgent project issues in accordance with the following procedure. The TIB Chair is delegated approval authority as specified below.

1. Project issues are defined as aspects of a project that require Board review and approval (cost increase, scope change, sidewalk deviation, deviation from minimum standards, etc.). A project issue becomes urgent when waiting for the next scheduled board meeting would cause undue delay in the development of the project, project cost increases, missing a construction season, losing a time constrained local funding source(s), or other similar detrimental effects as determined by the Executive Director.
2. The Executive Director will schedule a special meeting, which may be by a telephone conference call, with the ~~((appropriate)) executive committee~~ ~~((assigned to address the project issue))~~. The participation of a majority of the respective committee members, including the Committee Chair or a designated alternate, shall constitute a quorum. The meeting shall include the appropriate TIB staff and local agency representatives and shall be conducted in a manner similar to a ~~((typical committee meeting at a))~~ regularly scheduled board meeting. The local agency shall be permitted to proceed with project development consistent with the Committee's recommendation(s) as of the date of the TIB Chair's concurrence.

The Committee finding(s) will be reported to the Board in the TIB Chair's report at the next regularly scheduled meeting.

POL-812 TIB Sign Policy

The purpose of this policy is to identify to the public, projects which are funded in part with motor vehicle fuel tax or motor vehicle

excise tax funds administered by the Transportation Improvement Board.

Transportation improvement projects funded by the Transportation Improvement Board shall include a suitable project sign which includes as a minimum the following information:

- The name of the project
- The lead agency name
- The funding partners, and the funding provided by each partner

The sign shall be at least 4 feet by 8 feet in size, and shall be mounted near the beginning of the project. The funding sources and amounts shall be listed in 2-inch or larger lettering. If logos are used to identify funding partners, the logos shall be at least 4 inches in height.

The TIB funds shall be identified as "State Fuel Tax" ~~((or "State Motor Vehicle Excise Tax" as appropriate))~~.

If the lead agency has a standard sign design for its capital improvement projects, it may be used as long as the TIB funding information is provided.

POL-813 Emergent Nature Projects

An eligible agency may request the Transportation Improvement Board to consider a project for participation in the TIB's current approved funding program as an emergent nature project pursuant to the provisions of RCW 47.26.080 and RCW 47.26.084. Applications must be submitted on those forms provided by the Board during the last approved funding program.

A project will be considered by the Board under this rule when the need for the project has arisen unexpectedly because of new developments in the area since the local agency prepared its current six-year construction program and when the local agency can clearly demonstrate that this need could not have been anticipated at the time that program was developed.

The local agency shall present evidence to the Board concerning the emergent nature of the project and must demonstrate:

1. there has been a significant change in the location or development of traffic generators in the area of the project; and
2. the work proposed to be performed in the project is necessary to avoid or reduce serious traffic congestion in the area of the project in the near future; and
3. the significant increase in the need for the project defined in the project prospectus could not have been reasonably anticipated at the time the local agency's six-year construction program was prepared and submitted;

provided however, if the Board determines that the project is a significant component of the State's transportation system, the Board may waive any of the foregoing requirements.

Each application shall be accompanied by the most current available data relating to the priority rating factors specified by the Board. The Board shall evaluate projects proposed as emergent nature projects in relation to the priority array of projects developed during the last funding program. No project shall be considered for approval unless its priority is sufficiently high that the project would have been included in the Board's approved funding cycle if it had been available for rating at that time.

No project will be approved for participation as an emergent nature project if the funding of that project would adversely affect the construction of projects previously approved for participation by the Board. The Transportation Improvement Board shall consider emergent nature projects at its regularly scheduled meetings, at which time the submitting agency will be given the opportunity to make a presentation.

POL-814 Subsurface Utility Engineering

The Board adopts the following policy regarding Subsurface Utility Engineering (SUE) on TIB funded projects:

- All TIB projects with an estimated construction cost greater than \$500,000 are encouraged to utilize SUE. This

policy will not affect phases of projects with an advertisement date prior to February 1, 2001. The SUE activities normally will continue through the life of the project from pre-design through construction.

- The TIB will establish a roster of SUE consultants that local agencies may use to perform SUE activities on their project. The local agency may also advertise for SUE services using their own request for services and selection process.
- At the start of ~~((predesign work, or))~~ the design ~~((if there is no predesign))~~ phase, the lead agency may make a determination of the quality level of SUE to be used on the project. The lead agency may use a SUE consultant to determine if certain areas of the project require a utility information quality level of A or B (QL-A or QL-B) on underground utility location. If the lead agency decides to include SUE QL-A and/or QL-B for their project, the results of this determination shall be forwarded to the TIB for review and approval. Lead agencies shall refer to the latest FHWA publication on Subsurface Utility Engineering as a reference source for SUE procedures, consultant qualifications, and a sample request for services and consultant agreement.
- Some of the work involved in SUE is part of the normal design of all projects. The work involved for QL-A and QL-B shall be classified as a special study, for TIB purposes, and will be outside of the TIB limits on the percentage of engineering cost on projects. However, a request must be submitted to the Executive Director for approval for the portion of the work that is considered special study.

For those projects where the lead agency has submitted a request for approval of QL-A or QL-B or for those projects where the Executive Director has assigned a SUE consultant and approval is pending as of the date of this policy revision, the local share of the match for the work involved for QL-A and QL-B will be reduced by fifty percent. The SUE work

involved ~~((fe))~~ furnishing QL-D and QL-C shall be considered to be part of the normal design cost for the project.

Within 90 days following completion of any project using SUE, the lead agency shall submit a completed questionnaire to the TIB documenting the SUE cost and a description of savings on the project. The questionnaire form will be provided by TIB.

POL-815 Right of Way

The Board adopts the following policy regarding Right-of-Way acquisition on TIB funded projects:

1. TIB funds derived from Motor Vehicle Fuel Taxes may be used only for roadway purposes under the 18th Amendment to the Washington State Constitution.
2. Right-of-way shall be acquired in accordance with RCW Chapter 8.26 and WAC Chapter 468-100, "Uniform Relocation Assistance and Real Property Acquisition."
3. Right-of-way acquisition costs incurred after Design Approval are eligible project costs for reimbursement by TIB.
4. Right-of-way acquisition should be completed and certified at the time of Construction Prospectus Approval. If all right-of-way cannot be certified at this time, the local agency must have "Possession and Use" agreements for the remaining parcels. Eligible costs of these parcels will be limited to the final settlement amount for just compensation, or, if a condemnation action is filed and the matter proceeds to trial, the lesser of the pre-trial statement of just compensation as provided in RCW 8.25.010 or the court determined amount. The total amount of right-of-way costs eligible for reimbursement on all parcels within the project shall not exceed the amount set forth for right-of-way costs in the Construction Prospectus.
5. Property acquired as an uneconomic remnant as defined by WAC Chapter 468-100, "Uniform Relocation Assistance and Real Property Acquisition," may be taken as right-of-way or as fee title. The remnant parcel shall not be eligible for reimbursement by TIB. The value of the remnant parcel shall be considered to be the same square foot value as the entire purchase.
6. When the balance of a parcel beyond the amount of property required for the proposed roadway improvement is purchased, and that remaining parcel is not considered an uneconomic remnant, then the ownership must be taken as fee title. The cost of the balance parcel is not eligible for reimbursement by TIB. The value of the balance parcel shall be established by a formal "after construction" appraisal. This value shall be deducted from the total cost of the entire right-of-way plus fee title purchase with the remaining cost being eligible for reimbursement by TIB.
7. For projects with donated right-of-way which will be counted as part of the local match, the value of the donated right-of-way shall be determined by a "fair market value" appraisal with the date of valuation being the date of the donation.
8. In the event a project does not proceed to construction, all TIB funds expended for the purchase of right-of-way shall be refunded to the TIB in accordance with WAC 479-05-160. The Board may provide a time period for compliance with this requirement upon written request of the local agency.

Delegation of Authority to the Director

Recognizing that the Board does not schedule meetings on a monthly basis the amount of information to be reviewed at each Board Meeting is increasing, and in an effort to make the administration of the Board function in an efficient manner, the Board has delegated to the Executive Director certain approvals as specified below.

Common items for all programs are:

Identification and consideration of reducing TIB funds - The Director is given authority to reduce TIB funds identified as being surplus.

Consideration of fund shifts – The Director is given authority to move TIB authorized or reserved funds between funding phases/stages on projects where it is in the best interest of the lead agency and TIB to facilitate timely completion of the project. Fund shifts will only be approved if the agency can give TIB assurance that the funds will be replaced by other sources to ensure completion of the project. When a fund shift is approved, the lead agency must be prepared to reimburse the TIB if the project is not completed.

Establishment and approval of Value Engineering (VE) Study interagency teams - The Director is given authority to establish and approve VE study teams.

Authorization to approve Subsurface Utility Engineering (SUE) deviations – The Director is given authority to approve deviations from the SUE policy (Policy No. POL-814) where substantial compliance with the intent of the policy has been met.

Sidewalk deviation authority - The Director is given authority to approve the following types of sidewalk deviation requests:

1. Deviation on both sides of sections of a project which are motor vehicle ramps connecting to a WSDOT limited access route.
2. Deviation on the one side of sections of a project which is a frontage road immediately adjacent to a limited access route.
3. Deviation on the one side of sections of a project which are immediately adjacent to a railroad track or other facility which is considered a danger to pedestrians.
4. Deviation on both sides of a designated limited access facility, if: (1) route is signed for pedestrian prohibition, and (2) pedestrian facilities are provided on immediately adjacent parallel routes on both sides of the limited access facility

for the full length of the requested sidewalk deviation.

Other sidewalk deviation requests shall be ~~((reviewed by the Sidewalk Committee of the Board, and))~~ submitted to the Board for action.

Federal Fund Swap - The Executive Director is given authority to replace federal funds with state funds on TIB projects. In some projects, the use of federal funds may be the only nexus that requires compliance with more complicated federal project requirements. If federal funds can be "swapped" for state TIB funds without marginal cost, these projects may proceed under the less complex state requirements in the areas of environmental documentation and financial record keeping. Projects that swap funds will be reported to the Board as part of the Project Actions Report.

Specific requirements for each program are:

Arterial Improvement Program:

- Apportionment of interest and fuel tax revenues - The Executive Director is given authority to apportion AIP revenues on a quarterly basis.
- Funding consideration for AIP projects on the approved priority array - The Executive Director is given authority to authorize project funding if there has been no change in project scope and an increase in AIP funds, if required, is less than fifteen percent or \$750,000, through Contract Completion. All other projects will be presented to the Board for their review and approval.

Transportation Partnership Program:

- Funding consideration for TPP projects on the approved priority array - The Executive Director is given authority to authorize project funding if there has been no change in project scope and an increase in TPP funds, if required, is less than fifteen percent or \$750,000 through Contract Completion. All other projects will be presented to the Board for their review and approval.
- Bond sale authorization - The Executive Director is given authority to request the State Treasurer to sell bonds as needed to support the Transportation

Improvement Account. This authority shall be reviewed by the Board annually.

City Hardship Assistance Program:

- Funding consideration for CHAP projects on the approved priority array - The Executive Director is given authority to authorize project funding if there has been no change in project scope and any increase in CHAP funds, if required, is less than \$50,000, or an aggregate total of \$75,000 at construction phase approval. All other projects will be presented to the Board for their review and approval.

Small City Program

- Funding consideration for SCP projects on the approved priority array - The Executive Director is given authority to authorize project funding if there has been no change in project scope and any increase in SCP funds, if required, of up to \$125,000 through Contract Completion. All other projects will be presented to the Board for their review and approval.
- Approval of exceptions to the twenty-five percent engineering limit - The Director is given authority to consider and approve eligible engineering costs for Small City Program (SCP) and Small City Pedestrian Safety and Mobility (SCP/PSMP) projects as follows: construction contract amount up to \$50,000 - 36.0%, contract amount \$100,000 - 33.0%, contract amount \$300,000 - 28.0%, contract amount \$500,000 - 25.0%. Eligible engineering costs between the above values shall be interpolated.

Small City Pedestrian Safety and Mobility Program

- Funding consideration for Small City Pedestrian Safety and Mobility Program (SC/PSMP) projects on the approved priority array - The Executive Director is given authority to authorize project funding if there has been no change in project scope and an increase in SC/PSMP funds, if required, is less than fifteen percent (15%) through Contract

Completion. All other projects will be presented to the Board for their review and approval.

~~((Public Transportation Systems Account:~~

- ~~Funding consideration for central Puget Sound projects on the approved priority array - The Executive Director is given authority to authorize project funding if there has been no change in project scope and an increase in PTSA funds, if required, is less than ten percent or \$500,000 or an aggregate total of fifteen percent or \$750,000 at construction phase approval. All other projects will be presented to the Board for their review and approval.~~
- ~~Funding consideration for projects outside of the central Puget Sound on the approved priority array - The Executive Director is given authority to authorize project funding if there has been no change in project scope and an increase in PTSA funds, if required, is less than ten percent or \$300,000, or an aggregate total of fifteen percent or \$450,000 at construction phase approval. All other projects will be presented to the Board for their review and approval.))~~

Delegation of authority to approve Subsurface Utility Engineering deviations approved by Board Motion on October 13, 2000. GMH

Delegation of authority to approve Small City Program and Small City Program/ Pedestrian Safety and Mobility Program design and construction engineering in excess of 25.0% approved by Board Motion on May 25, 2001. GMH

Change in Administrative Increases on AIP and TPP projects to 15% through Contract Completion approved by Board Motion September 28, 2001. RWM

Authorize the Executive Director to replace federal funds with TIB funds. Presented to the Board on January 25, 2002. RFS

Delegation of authority to approve a project increase in SCP funds up to \$125,000 of the

*original application amount. Approved by
Board Motion on January 24, 2003. RFS*

*Delegation of authority to approve a project
increase in SC/PSMP funds up to 15% of the
original application amount. Approved by
Board Motion on March 28, 2003. RFS*